October, 1944 AN INDEPENDENT PUBLICATION SERVING THE U. S. COAST GUARD 25 Cents

U.S. COAST GUARD MAGAZINE

TO THE OFFICERS AND MEN of the United States Coast Guard I extend my heartiest congratulations. Coast Guardsmen have manned assault transports with courage and efficiency. They have operated landing ships and craft of many types, bringing our men and material across the English Channel. Congratulations and many thanks!

GEN. DWIGHT D. EISENHOWER.

INSIDE THIS CIRCLE IS GREAT PEN NEWS!

PEN, $12.50. New Featherweight Repeater Pencil, $6.50. Complete Set, $19.00. In both men's and ladies' sizes.

IT'S THE NEW EVERSHARP "*Fifth Avenue*" —A DIFFERENT KIND OF PEN

***SELF-BLOTTING**—This pen uses quick-dry ink . . . requires no blotter...writes perfectly with any ink.

THE TIP is hooded—to protect the point. Fits fingers—comfortably—in correct writing position.

THE POINT—barely peeking out—is smooth as silk.

THE NEW, IMPROVED MAGIC FEED prevents leaking or flooding—high in a plane—so at ground level, too.

Now look above the circle. It's streamlined, tailored—and perfectly balanced. Deep-pocket military clip. Abbreviated new friction-snap cap is genuine 14-kt. gold—gold barrel-end, too! Pen $12.50—matching new featherweight Repeater Pencil $6.50. In choice of smart Military Colors.

GUARANTEED FOREVER—Service on EVERSHARP Pens and Repeater Pencils identified by the double check mark on the clip ✓✓ is *guaranteed forever*—subject to 35¢ charge for postage, insurance and handling, provided all parts are returned.

Tune in "TAKE IT OR LEAVE IT" with PHIL BAKER, CBS, SUN. NIGHTS.
Also Hear "LET YOURSELF GO" with MILTON BERLE, Blue Network, TUES. NIGHTS

Give ***EVERSHARP*** *—and you give the finest!*

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What's the Rush?

It's the telephone rush. Every night thousands of service men and women dash to the nearest telephones to talk with families and friends at home. Most of the Long Distance calls from camps and naval stations are crowded into a few short hours.

Many circuits are likely to be crowded at that time and it helps a lot when you "give 7 to 10 to the service men."

BELL TELEPHONE SYSTEM

In All Kinds of Weather, Cooper-Bessemer Diesels Bring the Cutters Through

LIKE all vessels in the "Cactus" Class, the cutter "Tupelo" is powered with Cooper-Bessemer Diesels, as are many other Coast Guard ships on which the safety of our Merchant Marine depends. Through fair weather and foul, all along our coasts, you'll find the armed Coast Guard cutters tending our vital buoys, plowing through ice, patrolling, convoying . . . in short, their hazardous role is of first importance.

Marine Diesels by Cooper-Bessemer are made for day in and day out service, whether the going's rough or smooth. Their reserve power means extra speed and extra endurance for the emergency that's sure to come. They are today doing hundreds of vital jobs with the Coast Guard and other armed services in all quarters of the globe.

THE Cooper-Bessemer CORPORATION
Mt. Vernon, Ohio • Grove City, Pa.

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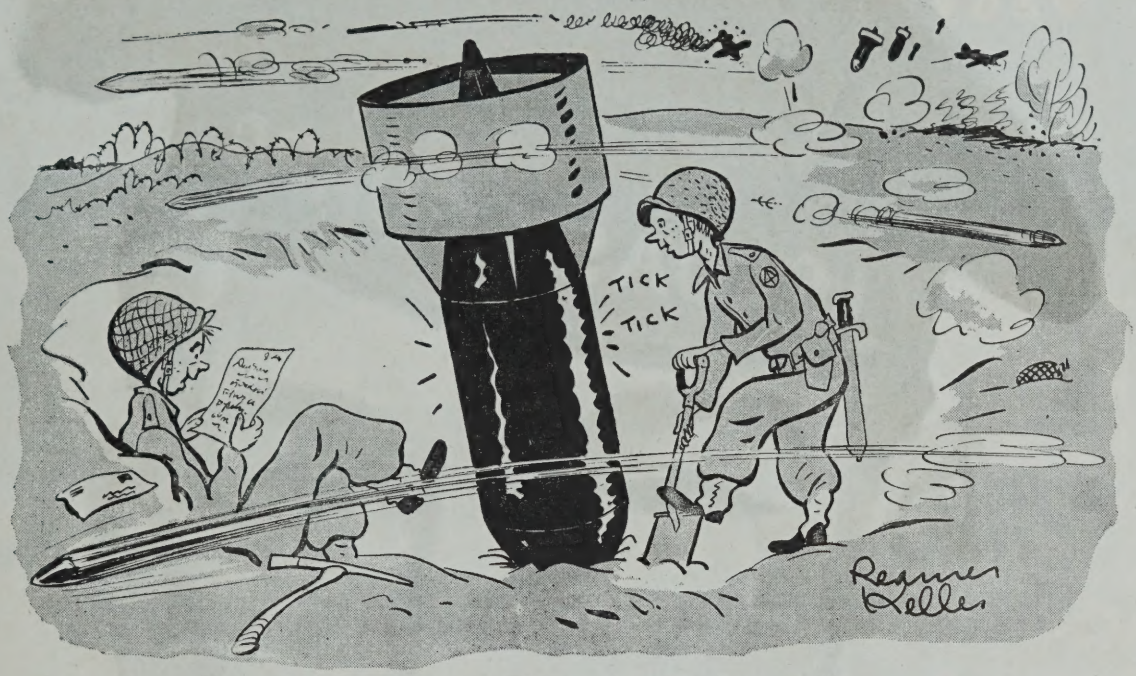

"Mom says we're sure lucky—still getting Dyanshine Liquid Shoe Polish"

50

THE ENTIRE PRODUCTION OF DYANSHINE LIQUID SHOE POLISH IS NOW BEING SHIPPED TO OUR ARMED FORCES

What Servicemen Talk About

Winning the war? Not so much. The best way to pass inspection? More than you might think! That's why Dyanshine Liquid Shoe Polish is so much discussed—so eagerly sought after.

These men know the wisdom of using the best materials where service is hard and preservation of equipment is vital. They know that Dyanshine is worth the price because it is easy to put on, easy to polish, and easy on the leather.

Many of these men know this because their dads, veterans of the last war, used Dyanshine from 1918 until last year. Since then, of course, Dyanshine Liquid Shoe Polish is available *only* to you men in the service.

DYANSHINE TRADE MARK REG. U.S. PAT. OFF. *Liquid* **SHOE POLISH**

To Those Who Prefer Paste Shoe Polish

Dyanshine Paste is available in Military Brown, Cordovan, Russet Tan, Oxblood, and Black. Packed in convenient wide-mouthed, 4-oz. jars.

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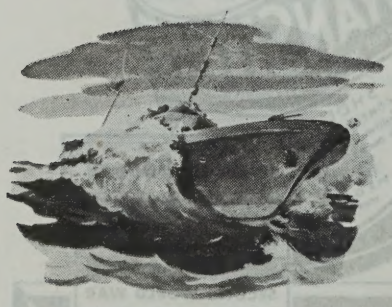
4157 N. KINGSHIGHWAY
ST. LOUIS, MO.



Among the more important items manufactured by Pontiac for the Armed Forces are Oerlikon 20-mm. antiaircraft cannon, 40-mm. automatic field guns, aircraft torpedoes, Diesel engine parts, tank axles, parts for military vehicles and 155-mm. shells. A reproduction of this advertisement, in color and suitable for framing, will be mailed free on request.

"Sandpounders" they used to call them when they patrolled the peacetime beaches . . . *but not today!* For today, the proud record of the U. S. Coast Guard includes service on every front . . . manning the invasion barges from Guadalcanal to the Normandy beachhead . . . plowing the seas in slim grey ships on perilous convoy escort . . . flying millions of miles on ocean and coastal patrol . . . guarding our harbors and 40,000 mile shore line against saboteurs.

Since 1790, when a few tiny cutters were launched to keep down smuggling, the U. S. Coast Guard has served in all our wars—gallantly living up to its ancient tradition, *"Semper Paratus"*—Always Ready. Of this gallant 154-year-old branch of the Armed Forces, grizzled Admiral Halsey has said, "I know what you fellows have done. The Coast Guard did a d——— good job." To that sentiment, Pontiac heartily subscribes in this public tribute to the United States Coast Guard.

PONTIAC MOTOR DIVISION

General Motors Corporation

THERE'S GOLD HERE!

another new letter contest

$200.00 in prizes every month

$100.00 first prize, $50.00 second prize, $25.00 third prize, $15.00 fourth prize, $10.00 fifth prize, plus $1.00 for every letter received.

Here we go again. Another great Hallicrafters letter contest for service men. Wherever you are, whenever you see this announcement, drop us a line. Write and tell us your first hand experience with *all* types of radio communications built by Hallicrafters, including the famous SCR-299.

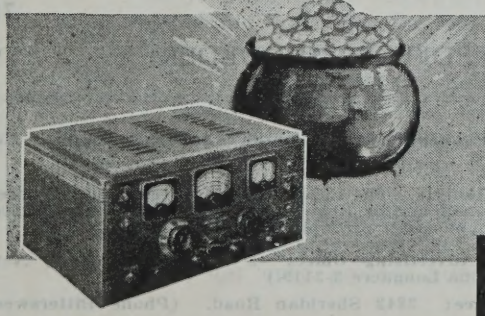
There is gold here! Write today to get your share. Tell us your story in your own way. You can't lose and you *can* win as high as $100.00.

Rules for the Contest

Hallicrafters will give $200.00 for the best letters received during each of the six months of September, October, November, December, 1944, January, and February, 1945. (Deadline: Your letter must be received by midnight, the last day of each month.)

For every serious letter received, Hallicrafters will send $1.00 so even if you do not win a big prize your time will not be in vain. Your letter will become the property of Hallicrafters and they will have the right to reproduce it in a Hallicrafters advertisement. Write as many letters as you wish. V-mail letters will do.

Open to servicemen around the world. Wherever you are, whenever you see this ad, drop us a line. Monthly winners will be notified immediately upon judging.



There's gold here at the end of the rainbow in Hallicrafters great letter contest—and there's a great and exciting future ahead for short wave enthusiasts. In peace time Hallicrafters will continue to build "the radio man's radio" and that means the best that can be made. There will be a set for you in our postwar line.

BUY A WAR BOND TODAY!

hallicrafters RADIO

THE HALLICRAFTERS COMPANY, MANUFACTURERS OF RADIO AND ELECTRONIC EQUIPMENT, CHICAGO 16, U.S.A.

U. S. COAST GUARD MAGAZINE

AN INDEPENDENT PUBLICATION SERVING THE U. S. COAST GUARD

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FRANK McSHANE - - General Manager
EDWARD LLOYD - - - - - Editor
JACK EATON - - Advertising Manager

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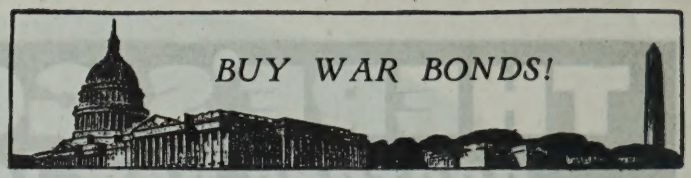

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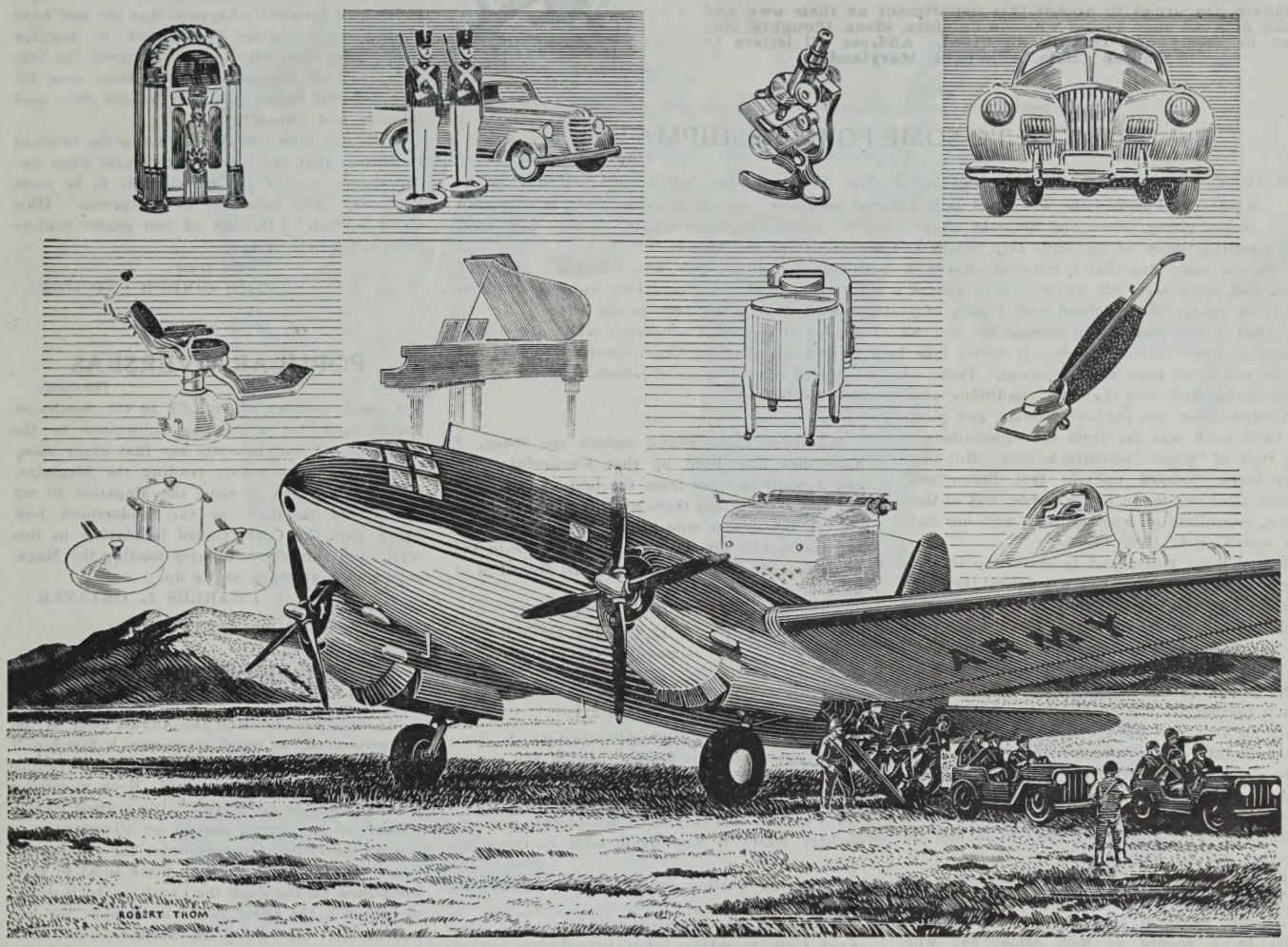
THAT OUR COUNTRY MIGHT *Out-Produce* THE ENEMY



Hundreds of Peacetime Producers Mobilized by CURTISS for Victory

Convert or quit! That was war's ultimatum to a great many American manufacturers. Thousands of them had scarcely digested this, "Get into war work or get out of business" edict before Curtiss-Wright representatives were at their doors.

We offered them, as Curtiss-Wright subcontractors, a way to survive . . . a means of contributing to the war effort . . . a method of holding their organizations together until they could return to peacetime products.

Into each plant came Curtiss-Wright men to help solve complicated conversion problems—to assist in installing new machinery, training workers, mapping schedules, meeting quotas.

Thus did Curtiss-Wright, by the speedy organization of a vast subcontracting system, not only protect hundreds of small manufacturers from finding their businesses listed among the casualties of war—*but—took a stride that quickened the production of vitally needed aircraft and vastly accelerated America's war effort!* LOOK TO THE SKY, AMERICA!

Another Contribution of
Curtiss-Wright Corporation
AIRPLANE DIVISION
Toward Winning This War
BUFFALO · COLUMBUS · ST. LOUIS · LOUISVILLE

Member, Aircraft War Production Council, East Coast, Inc.

The Mail Buoy

An Open Forum

Conducted by The Editor

Readers are urged to accept this department as their own and make of it an open forum wherein opinions, ideas, thoughts, etc., may be freely and frankly discussed. Address all letters to 3 Church Circle, Annapolis, Maryland.

A TRIBUTE TO SOME FORMER SHIPMATES

USCGC Ironwood.

IN JUNE, 1942, the Coast Guard took over a ship, lifted her face, and turned her over to the Greenland Patrol. She was small, only 120 feet long and very much unlike the type of a ship that a young fellow had dreamed about when he joined the Coast Guard. I was appointed Commanding Officer of this little ship, which had been renamed the *Nanok*.

On the same day that I reported aboard, a large number of the crew also reported. Many of them had never seen salt water or been aboard a ship. I certainly wondered how we were going to make out in far-off Greenland with a gang of youngsters that had never been to sea before.

After a few days of preparing for sea, we sailed for Greenland, wondering what our duties would be after arriving there. It didn't take long to find out that the Coast Guard ships around Greenland never have a dull moment. There were many and various types of jobs to be done, under unfavorable and ever-changing conditions and extreme hardships.

Cold weather, ice, fog, snowstorms, and plenty of hard work was far from the expectations of my crew of "green" potential sailors. But there they were, "cooped up" in that little "tub" month after month, in bad weather, wet to their skins, regardless of whether they were on lookout watch or in their "sacks."

I saw those kids stand in water up to their armpits; in water that had a temperature of 34 degrees, working from 0600 to 2300, floating and rolling oil barrels ashore. I saw them work all day and well into the night, unloading tons of shark meat, whose odor could be smelled for miles; their hands torn and bleeding from the sharp needles on the shark skin. I saw them hang on with one hand and break ice with the other, twenty out of twenty-four hours in a 65-mile per hour gale, with the ship on her beam-ends, and the temperature at 5 degrees below zero. Cold, hungry, tired and sleepy, but they worked on with a grin on their faces, not for one day, but for three days.

I have been to sea for over thirty years, on all types of ships; however, I must take my hat off to that bunch of kids who were once as far from being sailors as they come, but who, through their own perseverence and stamina, turned into darn good sailors. They worked themselves into a "frame of mind" that there was no task too hard for the crew of the *Nanok*.

Wherever those young sailors are today, I hope that they keep up that wonderful spirit and I want to wish them the best of luck.

I feel certain that there are thousands of other kids in the service who possess that same grand spirit and who are proud of their service in the Coast Guard; as proud as the Coast Guard is of them.

M. G. MAGNUSSON,
Lt.-Comdr., USCGR,
Commanding CGC *Ironwood*.

FOR TRAVEL

Atlantic City, N. J.

The author of this missive has, in the course of his service career, traveled quite a few miles by train, bus and truck.

He has traveled in blues when passing through country where it was comfortable to travel in blues.

When the weather was a bit more torrid he wore whites.

After one trip in whites he never again ventured forth in whites while traveling in transfer status.

Why? Because from the preceding experience he found himself dirty and full of cinders after a few hours in the coach. After riding for about ten hours in whites no laundry on earth could clean them well enough to be worn again. They were useful only to the rag-man, and even he, the rag-man, would drive a hard bargain in negotiating for them.

The question arose in the morbid mind of this itinerant salt (about six months' sea duty) what would be an ideal dress for men traveling several hundred miles in transfer status ? I might add that it invariably happens that the men have to lug their seabags from truck to baggage room, from one railroad line to truck, to baggage room on another railroad. Thus, even before the trip begins, the men become dirty and crummy and sweaty!

Well, this inane creature came to the brilliant conclusion that the best way to travel when under orders, and if the traveling is to be more than, say, 250 miles, is in dungarees. How about it, huh? Do any of you gentle readers have any better ideas?

Yours truly,
THE CINDER CATCHER.

POPULAR OVERSEAS

Overseas.

I am a member of an LST in the Southwest Pacific and am a regular subscriber to the Magazine. I can honestly say that every member of our crew enjoys reading the Magazine. I would like you to send the Magazine to my girl friend so that she can understand how big a part the Coast Guard is playing in this war. I'm sure she will enjoy reading the Magazine almost as much as we do.

CHARLES L. GREINER.

INVADERS LIKE IT

Overseas.

We have just received the August issue of the Magazine and, as usual, there was a free-for-all to see who would have the privilege of reading it first. I was the lucky one. Keep it coming and keep up the good work. It's a great morale builder on our rescue boat as on all others.

I am enclosing a money order for a subscription to send to my wife back home so as to keep her posted on the work the Coast Guard is doing to help win the peace that will soon be for her and me and the rest of the world.

Thanks for a swell Magazine about a swell branch of the Service.

E. D. USSERY.

(Continued on Page 69)

A MESSAGE FOR THE HOME FRONT

By RALPH A. BARD
Under Secretary of the Navy

TONIGHT OUR ENEMIES on the European fronts are wobbling, their knees are bending. That means that we must keep on hitting them harder and harder with no respite—not letup. That means more ammunition, more gas, more shells until the knockout blow is delivered. Strikes at a time like this are intolerable. Workers changing from war jobs to peacetime security is inexcusable. Tonight we are short 30,000 workers in Naval establishments—principally on the West Coast. We at home must not run out on the boys at the front who are carrying this terrific load, until the job is finished. What greater catastrophe could happen than to have our front line forces, and those of our Allies, stalled and trapped by the lack of vital material at this—the climax of their efforts. The result would be delay in victory and the sacrifice of more American lives. That is our home front responsibility.

Unless we continue here at home the tempo and determination in our work that has made our forces the best equipped in the world, I fear we may fail to capitalize fully on our present opportunity to give our enemies such a licking that they will never again be tempted to seek the domination of the world. They have unleashed upon the world total war. They must suffer total defeat.

Our men on the fighting front are sticking to their jobs until final victory is an accomplished fact.

To the workers of America, I say the eyes of the fighting men of the Army, the Navy, the Marine Corps, and the Coast Guard are upon you. Do not for one moment forget your responsibility to them. Don't fail them!

The Fresher... the Better!

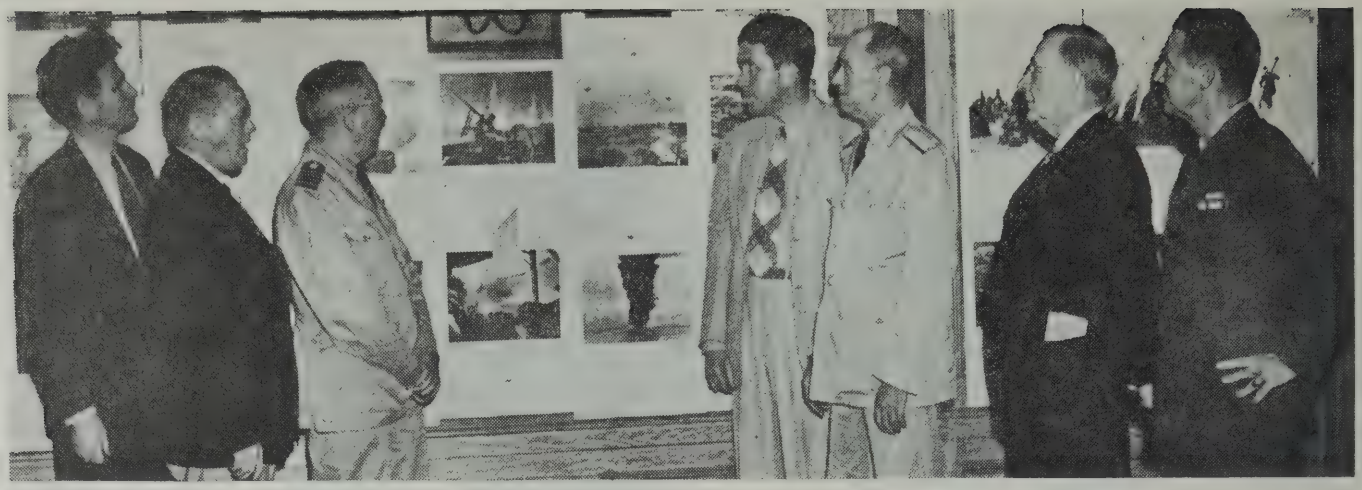
★ Buy more War Bonds ★

Apple "Honey" Helps Keep Old Golds Fresh!

• You want fine tobacco, of course. But you want it fresh! A mist of Apple "Honey," the nectar of luscious apples is sprayed on Old Gold's fine tobaccos to help hold in the natural freshness.

"*Something new has been added*" to these tobaccos. It's Latakia, a costly imported leaf that gives richer flavor. *Try Old Golds and see why they have won a million new friends.*

LISTEN TO: Allan Jones Wednesday Evenings —CBS... THE OLD GOLD RADIO PROGRAM Sunday Evenings—NBC.



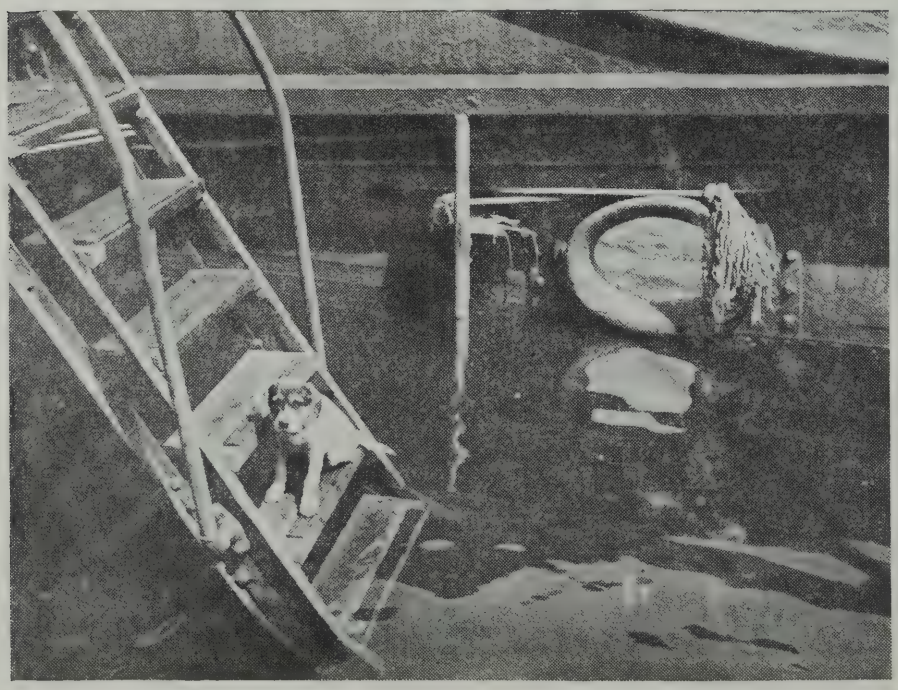
WARTIME ART EXHIBIT WINS PRESS PRAISE

AMPHIBIOUS invasion was the theme of four of the six top award winners in the U. S. Coast Guard combat art and photographic show which recently closed an exhibit at the National Press Club, Washington. Rescue at sea is the theme of the remaining two award pictures.

STELLAR EXHIBIT

A large collection of combat photographs and pieces of combat art, all produced since Pearl Harbor, were exhibited at the National Press Club as part of the program commemorating the 154th anniversary of the founding of the Coast Guard.

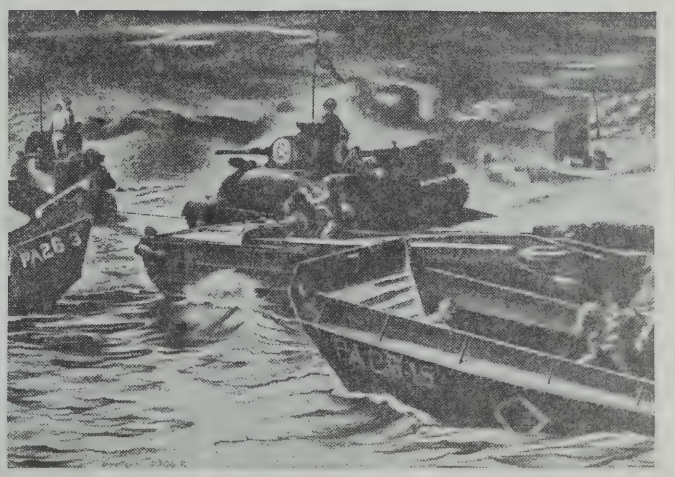
A committee of judges from the National Press Club selected three winners in photography and three in art as pictures which "best report the war." The judges were Edward Jamieson, Houston *Chronicle;* George W. Combs, Baltimore *Sun*; George W. Stimpson, former president of the Press Club and correspondent for Texas newspapers, and James J. Butler of *Editor and Publisher*.



Top: Members of the National Press Club join Coast Guard officers in viewing art exhibit in Washington. Left to right: George Stimpson, James J. Butler, Captain Ellis Reed-Hill, Chief Public Relations Officer; Edward Jamieson, Vice-Admiral R. R. Waesche, Commandant; George Combs and Rear Admiral James Pine.

Above: "Historic Hour," an oil painting of Invaders hitting the Normandy beachhead, was adjudged the best of a large collection of works by Coast Guard Combat Artists. This battle action was painted by Tore Asplund, CBM.

Left: This picture of a forlorn puppy, abandoned on a sinking ship, carried off first honors. The photo was made by Lieutenant Commander Jack Dixon as a rescue craft pulled alongside to save the dog.



Upper left: This photo of Invaders plunging through the surf to the Normandy beachhead was adjudged the second best picture at the Press Club exhibit. Robert Sargent was the photographer. Lower left: This picture of three British seamen tossing on a life raft was selected as third-place winner. Jack January made the photo in the North Atlantic. Upper right: Third honors in the art exhibit were captured by Ken Riley's pencil sketch of a Coast Guardsman wading ashore at Tarawa. The sketch is titled "Beach Party." Lower right: Second place in the art exhibit went to John Gretzer's carbon pencil drawing, "Amphibious Operation."

All three combat art awards which had as their theme amphibious invasion went to:

First—Tore Asplund, Chief Boatswain's Mate, of New York City, for "Historic Hour," an oil of the Normandy landing.

Second—John Gretzer, Specialist, second class, of Council Bluffs, Iowa, for "Amphibious Operation," a carbon pencil illustration showing Coast Guardsmen getting equipment ashore in Italy.

Third—Ken Riley, Specialist, second class, of Parsons, Kans., for "Beach Party," a pencil sketch of a Coast Guard beach party landing at a South Pacific island.

All three artists have participated in Coast Guard invasion operations. Asplund is now serving in the European Theatre of Operations. Gretzer was at Salerno, Sicily and North Africa. Riley has just returned from the South Pacific where he participated in actions at Saipan, the Marshall Islands and Tarawa.

Two of the three top winners in the photographic class used rescue at sea as their subjects. The winners were:

First—Lt. Comdr. Jack Dixon, Boston, Mass., for "Last 'Man' Rescued," a human interest picture of a little dog mascot on the ladder above the rising water in a sinking ship just before being rescued.

Second—Robert F. Sargent, Chief Photographer's Mate, of Summit, N. J., for "Yanks Storm Normandy," showing U. S. troops storming down the ramp of a Coast Guard invasion barge on D-Day.

Third—Warrant Officer Jack January, of St. Louis, for "Torpedo Junction," showing three men on a raft in the icy waters of the North Atlantic after being torpedoed by a Nazi U-boat.

Lt. Comdr. Dixon, a former Boston newspaper man, is head of the photographic section of the Coast Guard Public Relations Division. January is a former St. Louis *Post Dispatch* photographer, and Sargent was a commercial photographer before enlisting in the Coast Guard.

Vice Admiral R. R. Waesche, Coast Guard Commandant; Rear Admiral James Pine, Superintendent of the U. S. Coast Guard Academy, New London, Conn., and Captain Ellis Reed-Hill, Chief of Coast Guard Public Relations Division, under whose direction the exhibit was arranged, had luncheon at the Press Club with the judges immediately after the awards were made.

Fight With Cameras

THE COAST GUARD cameramen who are filming this war —as no war was ever filmed—get little chance to live the colorful life which is the story-book version of a photographer's typical day in the field. These fellows aren't glamor boys; they're rugged Invaders who know all the toil and sweat and wearying physical strain which is the diet of all men engaged in the rigors of modern amphibious warfare.

Action takes place with kaleidoscopic swiftness in combat zones and the photographer must be on the very heels of action if he is to capture with his camera the real horror and tempest of war.

These Coast Guard cameramen pour ashore with the same gusto and vibrancy as their fellow combatants who charge through the yawning jaws of LST's, LCI's and other landing craft which have made their presence felt in all sectors of the warring world.

It is to these photographers, perhaps more than to any other single group, that credit must go for a magnificent job of acquainting people on the home front with the combat work of the Coast Guard.

An amusing incident on the Island of Saipan aptly illustrates how these photographers push their way into remote and outlying places. A certain photographer, after covering the landing and beachhead photographically, decided to move on to the front lines for some general action shots. He made his way up the hills about two miles.

Enemy mortar shells were beginning to lob over his head. Jap snipers were scattered through the high cane fields. About fifty yards from the firing line he was stopped by a Marine Sergeant.

"Hey, wait a second, bud," barked the Marine. "What outfit are you with?"

"The Coast Guard," replied the photographer.

The Marine looked at him for a long second and then said: "I knew you guys were out here in the Pacific, but I didn't think you drove those landing barges *this* far inshore!"

Yours truly—Johnny.

In clinical tests, eminent doctors found and reported that—

WHEN SMOKERS CHANGED TO PHILIP MORRIS, SUBSTANTIALLY EVERY CASE OF IRRITATION OF NOSE OR THROAT — DUE TO SMOKING — CLEARED UP COMPLETELY OR DEFINITELY IMPROVED.

For the sake of *your* nose and throat—on evidence like that—you certainly ought to *try* this finer-tasting cigarette!

THE CIGARETTE THAT'S RECOGNIZED BY DOCTORS

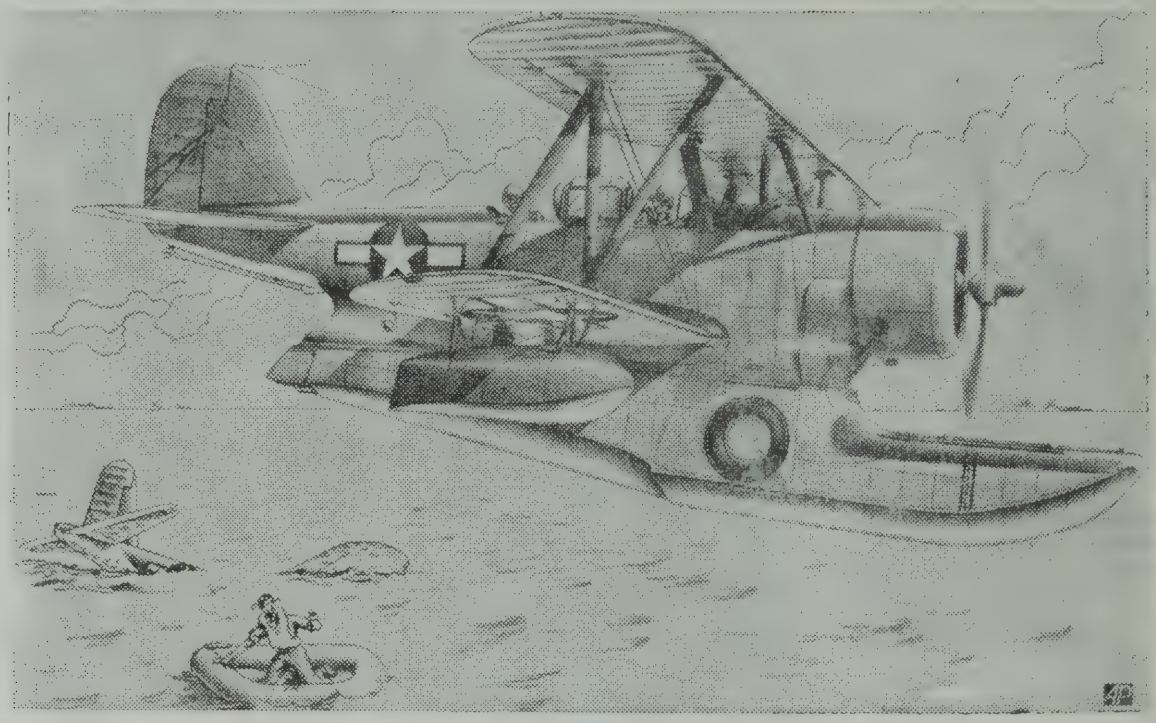
—proved far less irritating to the nose and throat!

CALL FOR PHILIP MORRIS

America's FINEST *Cigarette*

JEEPS OF THE AIR

By TRUDI McCULLOUGH
AP Features Writer



WORKHORSE. *The versatile J2F-6, manufactured by Columbia Aircraft Corp., has become to the Coast Guard what the jeep is to the Army. Fliers say there is no job too tough for it from the Aleutians to the Jap-infested atolls.*

UGLY DUCKLING PROVES A RESCUING ANGEL FOR FLIERS

"THEY MUST be using her to scare the Japanese," Columbia aircraft workers who make the J2F-6 used to crack. Until a month ago the builders of this ugly duckling amphibian, whose motor roar is amplified frighteningly by echoing against the hollow pontoon, didn't know what they were making her for. They simply knew that Navy and Coast Guard pilots flew the noisy Ducks away from the Long Island plant's apron as fast as they could be put there.

Early last month a telegram of congratulation from the Bureau of Aeronautics conferred glamour on the short-winged, long snouted Duck for the first time.

Because she can go where other planes can't, take off amid ten-foot waves or from a carrier deck, sit down in a narrow lagoon, channel or creek and doesn't nose over in the water, the Duck has become the "rescuing angel" to many a wrecked pilot in the Pacific.

All Around Workhorse

That is the Duck's most spectacular function but, as a general workhorse, she has become to the Navy and Coast Guard what the jeep is to the Army.

She's used for reconnaissance, fitted with the latest photographic and radio equipment, and is invaluable for making water landings at the rim of islands where no airstrip has been constructed. She hauls personnel and light cargo, tows gunnery targets, has gone on bombardment attacks in the South Seas and scouted for submarines in the Atlantic. Security prohibits any details on her armament, but the Duck depends on its maneuverability for its own defense.

Carries Crew Of Three

Powered by a Wright improved "Cyclone," the biplane can stay aloft for seven or eight hours. When she goes on a rescue or photographic mission, the Duck takes off five or ten minutes in advance of a fighter escort to equalize the speed variability.

She carries a crew of three but has carried as many as seven. She has a very shallow draft and can land in a few feet of water. She is in use in Alaska and on every front in the Pacific.

The Bureau of Aeronautics' telegram chronicled one of the Pacific exploits. A Navy pilot had been forced down off Espiritu Santo in the New Hebrides islands.

In seas so high a heavy patrol plane had to turn down the assignment, Maj. Ronald Campbell, took off in a Duck.

"With waves breaking over his top wing," the telegram said, "Maj. Campbell landed, picked up the pilot, and taxied nine miles to the lee of an island where in calmer waters he could take off. The rescue plane was badly warped and sprung by the buffeting, but landed with rescuer and rescued intact."

Another Duck rescue pilot is Lt. Col. Joseph N. Renner. Then a Marine major on Guadalcanal, Renner flew his Duck (one of two on Henderson Field) on 20 rescue missions, saved the lives of five airmen.

side by Japanese bases, and only ten miles from the key Santa Isabel base. He brought back the marooned Marine pilot and gunner safely.

Again Renner went out after a Marine lieutenant stranded on a coral strip bound on one side by waves too high even for the Duck. On the other side was a narrow inlet about 70 yards wide.

Renner stalled the Duck in, and, while the Marine swam toward the plane, he taxied fast to keep off the reefs. Renner took off cross-wind in only 200 yards of inlet, scarcely enough for the heavily loaded Duck to become airborne. She breasted five slamming waves, bouncing higher and higher until she got flying speed.

An American Duty
An American Privilege

Franklin D. Roosevelt

Thomas E. Dewey

NEVER HAS the value of the American ballot been so well illustrated as in recent years when millions of humans in stricken nations have not dared dream of the day when they, like the average American, might have a voice in the selection of their national law makers and leaders.

The American ballot looms ever larger in a world that is now turning towards America for leadership in the final hours of war and in the prospective years of peace.

Therefore, it becomes a duty, not simply a privilege, for every American citizen to visit the polls on November 7 and cast his ballot for the man of his choice. Let no man underestimate the weight of his single opinion. It was in defence of that opinion, and the right to express it by ballot, that early Americans fought and died. And it is the opinion of individual Americans, multiplied many thousand fold, which guides the destiny of this nation. It is that opinion, expressed at the polls, which promotes men to leadership; calls leaders to give accountings; corrects leaders when they err and urges them ever forward when they are seen to be steering a true course.

This year many difficulties will impede Servicemen in their efforts to cast their ballots but the Nation has safeguarded the rights of these men by taking all possible measures to provide them with opportunity to exercise their franchise. It becomes, therefore, the duty of each Serviceman overseas to take the initiative in obtaining a ballot and expressing on that ballot his choice for the office of chief executive. Ballots, or information as to how they may be obtained, can be supplied by commanding officers or by the latters' junior representatives.

For many thousands of young Servicemen, at home and abroad, this will be the first opportunity to participate in a presidential election. It is an opportunity which is wisely withheld until man comes of the age of discretion; until man reaches an age of stability and intelligence, enabling him to raise his voice amongst the people when they choose their leaders. Having reached the age of twenty-one, these thousands of fighting men are on the threshold of decision. It is for them to speak and to let their voice be heard.

Franklin D. Roosevelt? Thomas E. Dewey? It is not for this editorial to recommend, to extoll, to judge the two candidates. It is not for this editorial to endeavor to shape the political views of any American fighting man. But it is the duty and privilege of this editorial to endeavor to waken all people to the patriotic duty which will be theirs on November 7.

Study the records of the respective candidates; then cast your vote as your conscience dictates, with neither fear nor favor, with confidence in your own judgment and respect for the judgment of your neighbor.

This is your right as an American citizen. This is your opportunity to help shape the destiny of your Nation. Do not fail to play the full role of American Citizenship.

"NOW HEAR THIS"

By

DON JORDAN

ABOARD A Coast Guard Troop Transport Somewhere in the Atlantic (Special to the U. S. Coast Guard Magazine—From a perch on the fantail bits, aboard this Coast Guardmanned transport, I hope to continue to drop the monthly word your way, from whatever war corner I happen to be in. We get around a bit on this ship and there's no shortage of copy on an assignment like this. One thing certain—I've run into the Coast Guard gang in every harbor and on every dock we've tied to since taking to the high seas. Where they've been and what they're doing is the story I want to give you.

So the order is, "Belay the Cleveland Corner!" The author's gone to sea and found a bigger story to tell. First is needed a new title and to the editor and the readers, I offer, "NOW HEAR THIS!"

You sea dogs will spot it immediately as the familiar call that sounds from the ship's "P.A." system when the O.D. is about to announce orders or information. So we begin—"Now Hear This!"

The rush that marked her construction, launching, and final entry into active duty in the combat waters proved indicative of the way she was destined to serve. Call her restive . . . . impatient . . . . spirited . . . . and you best describe her manner. She hasn't stopped long enough since shoving off with the first full load of troops, heading for the European battle fronts, to even let her shafts cool off.

Our skipper is a match for the temperment of the ship. Captain George W. McKean took her over and called for a "tight and happy ship." His record indicates that he'd rather fight than run but when you're carrying about 5,000 Yanks in the holds below, your orders are to run. A veteran of major Pacific campaigns in this war, Captain McKean recently served as skipper of the *USS Middleton*.

You never forget the day your first load of troops comes aboard. Moving in single file, silently, they stream over four gangways into cargo ports from fore to aft. They are men who have become just numbers. That number is scrawled in white chalk on the helmet of each. They don't say a word. They don't have to. That number on their helmet tells the whole story —who they are—where they're from—where they're going. Like a solemn pilgrimage they file along the decks in many quiet, orderly lines, eventually disappearing

HERE'S HOW To Solve Your Xmas Shopping Problem:

Just attach $2.00 to this clipping.

We'll deliver your year-long gift to any address.

To: U. S. COAST GUARD MAGAZINE—

I like the idea of solving this year's Christmas Shopping Problem by purchasing Gift Subscriptions for friends and relatives.

Accordingly, I am enclosing $2.00 for a year's subscription (commencing with the December issue) to be mailed to:

NAME _____

STREET _____

CITY _____

below through open hatchways. Down the ladders—one, two, three decks below, go these men, each burdened with a full field pack and any personal possession they can carry.

The seriousness of the expressions you see leaves a deep impression. There are smiles, quiet jokes—there's the inevitable soldier who suffers caustic reprimand from a crew man after he has cordially greeted the dungaree-clad Coast Guardsman with, "How's the Navy treating you?" There are guitars and ukelele cases strapped on top of field packs. But above it all—through the smlies and jokes—you can see a bewilderment—you can see an American who doesn't particularly like to leave home this way but he's determined to keep the cocky Yankee chin up.

Row upon row of bunks, four deep from deck to overhead, fill every troop compartment aboard this ship. Upon these the thousands of embarking soldiers pile their belongings and climb atop to await a roll call. The Army compartment commander prepares a muster list of the troops under him and from that time until the voyage is finished, these compartments become separately governed groups under the top command of the Army Colonel aboard as transportation chief. The troop compartments are, in reality, single decks in a troop hold. Transports of this class carry four holds full of troops, in a crossing. Three compartments in each hold, with approximately 400 men to a compartment, add up to a small floating city when we get underway.

As we drop our lines and the sea detail secures mooring cables and side cargo ports, an Army band blasts jazz from the dock. Nobody really listens to it yet it fills a void. For no one is making much noise. The same silence that characterized the boarding now marks the atmosphere of the crowded decks. Troops jam the rails and fill the passages that are open to them but they are quiet. You know what they are thinking as the ship slowly moves from the dock and if you're honest with yourself, right about this time you become damn glad that you picked an outfit where if you get yours you get it suddenly, out of the sky or from under the water, and not after torturous hours of waiting in a fox-hole or crawling in and out of shell craters and slit trenches.

Five thousand Yanks staring at the shores of the U. S. A. until the horizon swallows the land, is a sight that puts a lump in your throat. For some of them it's the last glimpse of home until they return months later, as they left, aboard one of these same Coast Guard transports. For some it's a farewell look until they come back wounded, perhaps disabled completely, to seek a new beginning in the country they fought for. And there are the others . . . they will give their lives to help perpetuate the ideals of their nation. These 5,000 Yanks are thinking all of this as America drops from sight.

I was thinking of it, too.

cool shaves

LEAD THE COMFORT PARADE!

Ingram's helps condition your skin for smooth shaving while it wilts your wiry whiskers!

You hit the right chord for smoothness—sound the perfect pitch for comfort, when you lather up with Ingram's, sailor! So join the big parade of COOL, satisfied, happy faces—fall in with Ingram's Shaving Cream today.

Ingram's lather knocks out tough beards on the double—lets your razor whisk through at jam-session speed. And we've made Ingram's COOL. It soothes your face—and helps to condition your skin for smooth shaving.

Yes, and there's even more to come. For that Ingram's coolness lingers on—long after you've finished shaving. So get yourself some Ingram's—at your drug store or Coast Guard canteen. It comes in jar or tube.

INGRAM'S

SHAVING CREAM

Product of Bristol-Myers

IN JAR OR TUBE

For Valor

A Grateful Nation, Through Its President, Takes Pleasure In Recognizing the Valor of United States Coast Guardsmen, as Set Forth in These Citations.

LEGION OF MERIT

CLIFTON M. DUCKWORTH, CCM

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States while serving aboard the *U. S. C. G. C. Campbell* following the sinking of an enemy submarine by that vessel. When the cutter was severely damaged as a result of the attack upon the hostile ship, Duckworth, by his effective skill in shoring and reinforcing bulkheads, made it possible for the vessel to be towed 800 miles to port. In addition to this he also succeeded in constructing a crib from a limited and inadequate supply of lumber on board the stricken vessel. His courageous initiative and perseverance set an inspiring example to the other members of the crew and helped to sustain morale throughout the duration of the emergency."

ARTHUR E. PILLARD, CBM

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as senior deck petty officer aboard the *USCGC Campbell* during and following the sinking of an enemy submarine by that vessel. When the cutter was severely damaged as a result of the attack upon the hostile ship, Pillard, by persistent and ingenious efforts, succeeded in covering the hull with a collision mat and a crib. Although unable to keep the crib in place because of the high seas, he nevertheless, by his timely initiative, set a courageous example which served to calm the members of the crew and sustain their morale throughout the duration of the emergency."

COMDR. RALPH R. CURRY

For exceptionally meritorious conduct in the performance of outstanding services as Commanding Officer of the *USS Pride* during an attack on an enemy submarine off the Algerian Coast in May, 1944.

The *USS Pride* was attached to an Allied destroyer hunting group under United States Naval Command which was searching for enemy submarines in the Mediterranean. On 4 May, 1944, when a sound contact was established indicating an enemy submarine in the area, Commander Curry with great determination maneuvered his ship so skilfully and with such expert display of seamanship that his actions greatly assisted in the search and the delivery of a successful depth charge attack, which attack forced the enemy submarine to the surface. The attack was subsequently continued by the task group with such accurate gunfire that the enemy was forced to scuttle and abandon ship. This relentless attack skillfully executed by Commander Curry contributed materially to the sinking of an enemy submarine and to the prevention of further losses to Allied shipping in the Mediterranean.

The able leadership, prompt and decisive action, and outstanding devotion to duty displayed by Commander Curry reflected great credit upon himself and the Naval Service.

LIEUT.-COMDR. ROBERT WILCOX

For exceptionally meritorious conduct in the performance of outstanding services as Commanding Officer of a U. S. DE in offensive action against an enemy submarine.

Lieutenant Commander Robert Wilcox immediately proceeded to the area of an attack in order to take action against the enemy. Establishing contact soon after arriving in the vicinity of the attack Lieutenant Commander Wilcox correctly evaluated the defensive maneuvers of the enemy and immediately commenced an attack. The attack was conducted with such accuracy that the first depth charge pattern straddled the submarine, threw the enemy completely out of control, and forced him to the surface. Lieutenant Commander Wilcox immediately opened very effective gunfire on the U-boat as its conning tower broke the surface. Combined attacks including concentrated fire from three destroyer escorts and a final ramming attack by one of the attacking escorts completed the destruction of the helpless enemy submarine.

The accuracy and aggressiveness of Lieutenant Commander Wilcox's depth charge attack and his close cooperation with other units engaged in attacking the surfaced enemy submarine were in keeping with the highest traditions of the United States Naval Service.

LIEUT.-COMDR. CARL U. PETERSON
(Posthumous)

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of the *USCGC Escanaba* while that vessel was engaged in rescue operations in behalf of survivors of a United States transport which was torpedoed and sunk on February 3, 1943. Proceeding through heavy seas in total darkness, Lieutenant Commander Peterson, under imminent threat of enemy attack, took immediate action which involved great and skillful effort, with the result that one hundred and thirty-three men were rescued from the sea. His sound judgment and gallant leadership in a critical emergency were in keeping with the highest traditions of the United States Naval Service."

NAVY CROSS

CAPTAIN JAMES A. HIRSHFIELD

"For extraordinary heroism as Commanding Officer of the *USCGC Campbell* during action against an enemy submarine. Surprising the hostile undersea craft on the surface during escort operations, Captain (then Commander) Hirschfield, in a quick attempt to ram, collided with the vessel and destroyed it in a fierce attack by depth charges and point-blank fire. Although painfully wounded by flying shell splinters, he gallantly remained in command throughout the action and during the subsequent period when the *Campbell*, damaged in the engagement, was being towed safely into port with several prisoners from the sunken submarine. His grim determination and aggressive fighting spirit maintained with utter disregard of personal safety, were in keeping with the highest traditions of the United States Naval Service."

WINNER OF THE *Navy Cross is Captain James A. Hirshfield. As skipper of the cutter Campbell, Captain Hirshfield rammed and sank a U-boat after dispersing a pack of five underseas raiders.*

BRONZE STAR MEDAL

RUSSEL I. OLSON, RM3c

"For meritorious achievement as a member of the beach party of a naval transport during the landing operations at Eniwetok Atoll, Marshall Islands. During the landing assault at Engebi Island and at Parry Island, and while under enemy fire, he quickly and efficiently established radio communications with all vessels participating and thus contributed materially to the success of the landing operations. His courageous action and team-work with other units assisted materially and were in keeping with the highest traditions of the Naval Service."

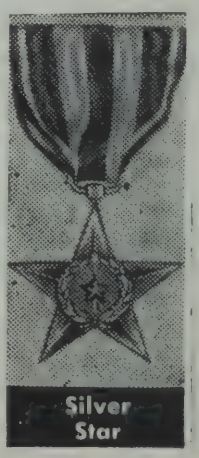
SILVER STAR MEDAL

RAYNER C. BURKE, CQM

"For conspicuous gallantry and intrepidity while serving aboard the *U.S.C.G.C. Campbell* during the sinking of an enemy submarine by that vessel. When his commanding officer was wounded during the course of the action, Burke, with cool courage and alert presence of mind, immediately took charge of a searchlight which the injured man had been compelled to abandon. Directing its beam on the hostile vessel, he provided effective target illumination for accurate gunfire which eventually sent the submarine to the bottom. His timely initiative and calm courage under fire were in keeping with the highest traditions of the United States Naval Service."

ALVIN F. GUNTHER, CMM

"For conspicuous gallantry and intrepidity while serving aboard the *U.S.C.G.C. Campbell* during and following the sinking of an enemy submarine by that vessel. When the engine room flooded and the main engines failed as result of the attack upon the hostile ship, Gunther carried out his duties with cool courage and utter disregard for his own personal safety. Although handicapped by rapidly rising water and the arcing of electrical equipment, he descended to the engine room bilges in order to determine the



size and location of a hole in the ship's side and to investigate the possibility of flood reduction. Later he rendered valuable assistance to the Engineer Officer of the watch in his efforts to minimize damage to vital machinery. His tireless devotion to duty contributed greatly to the salvaging of the damaged vessel and was in keeping with the highest traditions of the United States Naval Service."

DAMON JENNINGS, CMM

"For conspicuous gallantry and intrepidity as Engineering Officer of the Watch while serving aboard the *U.S.C.G.C. Campbell* during and following the sinking of an enemy submarine by that vessel. When the engine room flooded as a result of the attack upon the hostile ship, Jennings, with courageous disregard of personal safety in the face of rapidly rising water, calmly directed engine room personnel in carrying out the orders of the Engineer Officer. By his sound judgment and timely initiative, he undoubtedly helped prevent serious damage to vital machinery and contributed greatly to the final salvaging of the vessel."

ANTON J. HAINRIHAR, CWT

"For conspicuous gallantry and intrepidity while serving aboard the *U.S.C.G.C. Campbell* during and following the sinking of an enemy submarine by that vessel. When the engine room flooded as result of the attack upon the hostile vessel, Hainrihar, by his calm direction of necessary operations in the fire room, set an inspiring example to the other members of the crew and helped to sustain morale throughout the duration of the emergency. His tireless devotion to duty, maintained from eight to twelve hours a day with the vessel in a precarious position, was in keeping with the highest traditions of the United States Naval Service."

WALTER L. LEGATES, CWT

"For conspicuous gallantry and intrepidity while serving aboard the *U.S.C.G.C. Campbell* during and following the sinking of an enemy submarine by that vessel. When the engine room flooded and the main engines failed as result of the attack upon the hostile ship, LeGates, laboring tirelessly throughout the night with neither sleep nor rest, rendered invaluable assistance to the Assistant Damage Control Officer. His courageous perseverance contributed greatly to the final salvaging of the damaged vessel and was in keeping with the highest traditions of the United States Naval Service."

COMMANDER BRET H. BRALLIER

"For conspicuous gallantry and intrepidity as Executive Officer of the *U.S.C.G.C. Campbell* during and following the sinking of an enemy submarine. When his ship surprised the hostile vessel on the surface and collided with it during an attempt to ram, Lieutenant Commander Brallier, by his expert conning throughout a vigorous engagement, contributed materially to the sinking of the submarine by gunfire and depth charges and to the capture of several members of her crew. Afterward he rendered invaluable assistance to his Commanding Officer in the successful control of damage aboard the cutter and her safe towage into port. His courageous leadership and conscientious devotion to duty were in keeping with the highest traditions of the United States Naval Service."

NAVY AND MARINE CORPS MEDAL

LEONARD W. CAMPBELL, CBM

"For heroic conduct while serving aboard the *U.S.C.G.C. Modoc*, during the rescue of survivors from the *Svend Foyne* in the Atlantic Ocean on the morning of March 21, 1943. Observing three survivors who had jumped from a life raft alongside his vessel and were helplessly trying to fasten their life lines, Campbell unhesitatingly descended the port rescue net and for ten minutes struggled unaided to secure a line to one of the floundering men. Frequently submerged

Baffled by a Very's Pistol

but at ease about his smile!

Apprentice or Higher-Up—care for your gums, as well as your teeth. Start with Ipana and massage, today!

THE boot either doesn't believe in shooting on sight—or he's just trying to catch up on his shut-eye. Whatever the reason, that kind C.P.O. will set him straight—straight to extra duty.

But give the boot some credit! He's not always in distress. He really stars when it comes to his smile. Already he's learned the importance of giving his gums, as well as his teeth, regular care.

For today's soft, creamy foods deprive gums of needed work. Gums often tend to grow flabby, sensitive. They need help to stay firm and healthy! So provide your gums with what lots of dentists nowadays are accustomed to call "the helpful stimulation of Ipana and massage."

Each time you clean your teeth, massage your gums with Ipana. Ipana and massage can help you get a bearing on brighter teeth, firmer gums, a better-looking smile. Get Ipana at your drug store or Coast Guard Canteen.

Product of Bristol-Myers

IPANA

AND MASSAGE

as the vessel rolled to port, he and two shipmates worked waist deep in water for fifteen minutes until he became completely exhausted and was helped aboard. Campbell's courageous action, made at great risk to his own life, was instrumental in the saving of two survivors who would otherwise have been lost and was in keeping with the highest traditions of the United States Naval Service."

RUSSELL M. SPECK, Coxswain

"For heroic conduct as coxswain of a Personnel Landing Boat during rescue operations when a U. S. warship stranded. Participating in a hazardous mission, with mountainous seas breaking heavily on board the sinking warship and on adjacent rocks, Speck skillfully maneuvered his boat into extremely perilous positions, many times narrowly escaping certain destruction, and personally rescued approximately fifteen of his shipmates. Speck's utter disregard for his own personal safety and unselfish devotion to duty were in keeping with the highest traditions of the United States Naval Service."

JOHN S. VANDELEUR, JR., SM3c

"For heroic conduct during rescue operations when a U. S. warship stranded. Refusing the opportunity for safety in another boat during a hazardous rescue mission, Vandeleur steadfastly remained aboard his own rapidly sinking boat to assist a helpless survivor. At great risk of his life, he supported the man until the latter was subsequently rescued, and through his unselfish devotion to duty, saved the life of a shipmate who otherwise might have perished. His courageous zeal throughout was in keeping with the highest traditions of the United States Naval Service."

EDMOND DiLORENZO, Sea2c

"For extremely heroic conduct while attached to the U.S.S. PC-469 when two enlisted men were washed overboard in a heavy sea south of Guantanamo, Cuba, April 12, 1944. Undeterred by knowledge of sharks in the area, DiLorenzo risked his life to assist in the rescue. Accompanied by an officer, he obtained life preservers and dived overboard, quickly swimming to the side of one man and calmly supporting him during an attack by a shark on the other victim only a few yards away. Although unable to inflate his own life preserver, DiLorenzo remained cool, doing everything possible to encourage the frightened man clinging to him as he battled the heavy swells until the arrival of the ship's boat. His exceptional fortitude and bravery in behalf of another at great danger to himself were in keeping with the highest traditions of the United States Naval Service."

LIEUT. LOUIS H. BAUHOF, *serving as gunnery officer aboard a Coast Guard-manned assault transport in the conquest of Kwajalein Atoll, was cited by his commanding officer for "maintaining the highest traditions of the Coast Guard" during the invasion. He was promoted to full lieutenant. Lieutenant Bauhof has served in the Coast Guard 17 years.*

ROBERT H. GROSS, Coxswain

"For heroic conduct as coxswain of a power boat during rescue operations when a U. S. warship stranded. With mountainous seas breaking heavily on board the sinking warship and adjacent rocks, Gross skillfully maneuvered his boat into extremely perilous positions, many times narrowly escaping certain destruction, and personally rescued approximately fifteen of his shipmates. His utter disregard for his own personal safety and unselfish devotion to duty were in keeping with the highest traditions of the United States Naval Service."

GEORGE W. PRICHARD, Coxswain

"For heroic conduct as coxswain of a power boat during rescue operations when a U. S. warship stranded. With mountainous seas breaking heavily on board the sinking warship and on the adjacent rocks, Prichard skillfully maneuvered his boat into extremely perilous positions, many times narrowly escaping certain destruction, and personally rescued approximately fifteen of his shipmates. Prichard's utter disregard for his own personal safety and unselfish devotion to duty were in keeping with the highest traditions of the United States Naval Service."

LIEUTENANT GORDON H. MacLANE

"For heroic conduct as coxswain of a power boat engaged in the rescue of personnel from a U. S. warship when that vessel was stranded. Although the decks of the ship were awash and the sea was breaking heavily against the adjacent rocks, Lieutenant (junior grade) MacLane, with utter disregard for his own personal safety, skillfully maneuvered a power boat into highly dangerous waters in order to rescue survivors from the ship and from the sea. His unselfish and tireless efforts in behalf of others, maintained at great risk to his own life, were in keeping with the highest traditions of the United States Naval Service."

LIEUT.-COMDR. RICHARD R. SMITH

"For heroic conduct while supervising the rescue of personnel from a U. S. warship when that vessel stranded. While mountainous seas beat heavily against the stricken ship and crashed on the adjacent rocks, Lieutenant Commander Smith fearlessly set out in a power boat for the warship. Skillfully maneuvering his craft through treacherous waters, he made repeated trips to the stranded ship and succeeded in rescuing about 45 men, while the other boats, under his able and daring command, saving an additional 155 who otherwise might have perished. His courageous devotion to duty in the face of grave danger was in keeping with the highest traditions of the United States Naval Service."

LIEUTENANT STANLEY B. KURTA

"For extremely heroic conduct while attached to the U.S.S. PC-469 when two enlisted men were washed overboard in a heavy sea south of Guantanamo, Cuba, April 12, 1944. Undeterred by knowledge of sharks in the area, Lieutenant (junior grade) Kurta risked his life in a gallant attempt to effect a rescue. Accompanied by a seaman, he obtained life preservers and dived overboard, quickly swimming to the side of one man and, after doing everything possible to calm him, turned him over to the seaman to be supported until picked up by the ship's boat. Swiftly proceeding to the other victim about fifteen yards farther out, Lieutenant (junior grade) Kurta courageously fought off an attacking shark, struggling valiantly to hold the wounded man in spite of his own waning strength and lacerations to his hand sustained in the unequal combat. His exceptional fortitude and bravery in behalf of another at great danger to his own life were in keeping with the highest traditions of the United States Naval Service."

(See Commendations, Page 59)

THE COMMANDANT *(right) congratulates Rear Admiral Philip B. Eaton, Assistant Engineer-in-Chief, on receipt of the Navy and Marine Corps Medal for heroic conduct after the wreck of three trains near Dickerson, Md. Admiral Eaton risked his life in crawling beneath wreckage to carry to safety a number of persons in danger of burning to death. Witnessing the ceremony are Rear Admiral L. T. Chalker, Assistant Commandant, and Rear Admiral Robert Donohue, Chief Personnel Officer.*

CASUALTIES

ARKANSAS

ATTERBURY, James Everett, Gunner's Mate, 1st class. Missing. Father, Mr. John E. Atterbury, 323 N. 4th St., Fort Smith.

ALABAMA

BRAY, George, Steward's Mate, 1st class. Wounded. Sister, Tessie M. Flowers, Luverne.

CONNECTICUT

FERRARA, Thomas Louis, Fireman 1st class. Wounded. Wife, Mrs. Mary G. Ferrara, 122 Church St., Hamden.

FLORIDA

EDMINSTON, Archie John Kennedy, Chief Radioman. Wounded. Wife, Mrs. Edna Bonita Edminston, 148 N. Highland Ave., Winter Garden.

ILLINOIS

BUNCIK, August Bob, Seaman, 1st class. Dead. Father, Mr. Joe Buncik, 122 S. State Road, Arlington Heights.

JOHNSON, Ernest, Seaman 1st class. Missing. Mother, Mrs. Lora Johnson, 113 N. Maple St., Benton.

WILCZAK, Stanley, Radioman 3rd class. Missing. Sister, Veronica Kos, 4623 S. Whipple St., Chicago.

MARYLAND

VLIET, Glenn Bowden, Chief Boatswain's Mate. Wounded. Wife, Mrs. Dorine L. Vliet, 1515 Sycamore St., Baltimore.

NEW JERSEY

DeNUNZIO, Jack, Seaman, 1st class. Dead. Father, Mr. John Jack DeNunzio, 145 Morris Ave., Summit.

WOLFE, Bernard Lazarus, Seaman 1st class. Missing. Father, Mr. Harry Wolfe, 5 Wainwright St., Newark.

NEW YORK

FRITZ, Leslie, Seaman 1st class. Missing. Father, Mr. William E. Fritz, 252 Gordon St., Stapleton, Staten Island.

OHIO

BALLOU, Ralph Hunt, Watertender 1st class. Wounded. Mother, Mrs. Louise Katherine Ballou, 1047 Oak St., Columbus.

TEXAS

TOLAND, Robert Othell, Coxswain. Wounded. Father, Mr. Robert M. Toland, 604 W. Second St., Quanah.

VIRGINIA

BIALK, Thomas Joseph, Jr., Seaman 1st class. Missing. Father, Mr. Thomas Joseph Bialk, Sr., 133-B Holmik St., San Mario, Norfolk.

TRIBUTE

"The Coast Guard occupies a position of honor and trust among the armed services of the nation. It is rich in tradition and it has a record of performance in war and in peace of which it can justly be proud and which has earned for it the respect and esteem of the country."—Admiral Ernest J. King, Commander in Chief, United States Fleet, and Chief of Naval Operations.

For hair that's neat and shipshape — use Vitalis and the "60-Second Workout"!

WILL Vitalis on your dome really bring postmen in droves to your door—keep a corps of secretaries busy answering your letters? No, sailor, but neat, good-looking hair should increase your correspondence. Girls go for Vitalis. So get yourself a bottle and start right in with the famous "60-Second Workouts."

All you do is rub Vitalis briskly on your scalp. Circulation gets the go ahead signal—your scalp relaxes. And at the same time you help guard your hair against sun damage and soaking water.

When you comb your hair, it stays in place neatly—has a natural lustre, with no "patent-leather" look. Use Vitalis and the "60-Second Workout" regularly on sea duty and shore hitches both. Get a bottle at any drug store or Coast Guard Canteen.

Product of Bristol-Myers

VITALIS

UNDER WARTIME CONDITIONS

Wartime Vitalis is made under government restrictions that affect most products today. But you get *all three* benefits from Vitalis and the "60-Second Workout." (1) Keeps hair well-groomed (2) helps rout loose dandruff and (3) helps prevent excessive falling hair.

Questions ? and Answers

By EDW. CLARK

Q. While I was in the States recently I saw the Navy Officers' Stewards wearing different sleeve design or insignia (like ship's cook sleeve design). Will you please advise if the Coast Guard Officers' Stewards are entitled to wear the same sort of insignia?

A. What you evidently saw was the Navy Officers' Cook rating. This is not a Coast Guard rating.

Q. If a BM2c, a GM3c, PhM1c, CM1c and a Sp.1c were assigned to a paint detail, can the BM2c or GM3c pull his rate on either of the men with left-arm first-class ratings?

A. The man placed in charge of the detail is "boss."

Q. It has recently come to my attention that BUPERS quotes a change in the Navy Uniform Regulations to the effect that ship's cooks below the rating of CPO were authorized to wear the uniform previously prescribed for Stewards, and that a new rating of Chief Ship's Cook had been adopted. Information is requested as to whether or not the Coast Guard has adopted this change in uniform regulations, or is contemplating so doing in the future?

A. The rating of Navy Officers' Cook is not authorized for the Coast Guard.

Q. On December, 1943, I was recommended for advancement to Chief Storekeeper (acting) by my commanding officer. At that time I was stationed outside the continental limits of the United States, and at that time my recommendation was mailed to the Commandant, via the DCGO. Upon receipt by the DCGO, the recommendation was returned with the notation that since I did not have twenty-four months continuous service, the recommendation could not be considered. The indorsement also stated that when necessary time had been completed recommendation could be re-submitted. By the time that I had completed this two-year period, Headquarters came out with information that no more applications would be accepted and that future advancements would be made from those already on file. Would Headquarters accept my recommendation for advancement inasmuch as it was submitted via the DCGO at the time applications were being accepted or am I to be penalized due to the fact that I was serving under adverse conditions and that the DCGO returned my application without it reaching Headquarters?

A. No. See Alcoast 41-44.

Q. Could you tell me where I stand on the eligible list for Chief Boatswain's Mate?

A. It is not the policy of Headquarters to disclose standings on the eligibility lists for Chief Petty Officers at Headquarters.

Q. Is the Coast Guard assigning any men to take the course at the Deep Sea Diving School, Washington, D. C.?

A. No, the Coast Guard is not assigning any more men for training at this school. Such training for Coast Guard personnel is, for the present discontinued.

To C. R. L. (228-170) Yeo1c. Your recommendation for advancement in rating to Chief Yeoman is on file at Headquarters and your name is on the eligibility list for advancement.

"Tried and True"

For RELIEF in

HEADACHE
SIMPLE NEURALGIA
MINOR STOMACH UPSETS
OR OCCASIONAL ACID
INDIGESTION

IN PACKAGES OR BY THE GLASS

Alka-Seltzer

AT ALL DRUG STORES

To J. O. N. (532-067) AOM1c. Your recommendation dated 1 June, 1944, and indorsed by the DCGO on 19 July, 1944, is on file at Headquarters. No action is contemplated at the present time and your recommendation has been placed on file until favorable consideration can be given to this advancement. No eligibility list has been set up for your rating.

To G. G. O'B. (227-013), and W. H. R. (227-002), BM1c. Your recommendations for advancement in rating to Chief Boatswain's Mate have been received by Headquarters and are on file. Your names are on the eligibility list for promotion.

To K. A. C. (220-294), BM1c. There seems to be no record of Headquarters having received a recommendation in your case for advancement in rating to Chief Boatswain's Mate.

Q. Is it possible to transfer from the Coast Guard to the Navy for submarine service?

A. No.

To E. K. P. (205-410), RM1c. Your recommendation dated 27 June, 1944, favorably indorsed, has been received at Headquarters and your name has been placed on the eligibility list. No vacancies presently exist throughout the Service at large for CRM and future advancements will be made on the basis of standing on the eligibility list, when the needs of the Service justfiy such action.

To C. R. L., Y1c. Your recommendation for advancement to Chief Yeoman is on file at Headquarters and your name is on the eligibility list for advancement to Chief Yeoman.

To L. J. M., BM1c. Your recommendation to be advanced to the rating of Chief Boatswain's Mate is on file at Headquarters and your name is on the eligibility list. There is at present an excess of Chief Boatswain's Mates throughout the Service at large. When the needs of the service justify such action, advancements will be made on the basis of standings on the eligibility lists.

To G. C. F. (532-295), SC1c. There is no record in Headquarters which would show receipt of a recommendation for advancement in rating in your case.

Q. I am in the Sentry Dog Patrol and would like to attend the Welding School. What might be my chances?

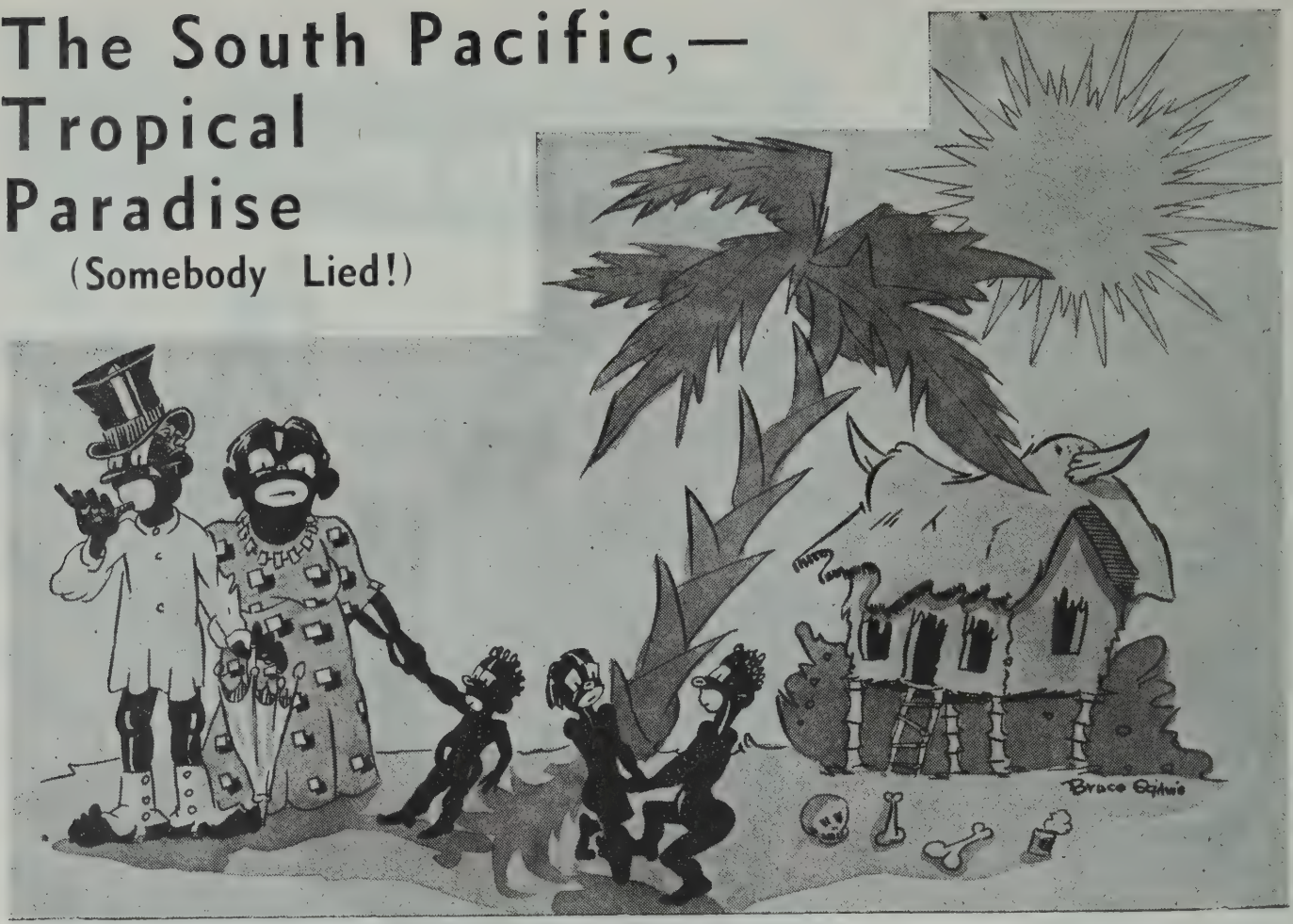
A. Welding is given as one of the subjects in machinist's mate training. If you can be assigned to such school, over the approval of your commanding officer, you should make application for machinist's mate training.

Q. My application for Pharmacist's Mate School was sent in last month and an answer was received by our District Office that it had been received and I would be considered. I would like to know when the next class convenes, and if I have been assigned to it. Whether I have been as-

(Continued on Page 47)

The South Pacific,— Tropical Paradise

(Somebody Lied!)



You've Heard About the Charms of the Pacific. Now Here's the Truth

By DON FLAMM

VIA AIR MAIL from a Coast Guard Ship, Southwest Pacific.—We've heard a lot of scuttlebutt in times past....and even in the last couple of months....about the beauty and enchantment of the local South Sea Isles.

And "Eleanor"....we understand....mentioned something about a "tropical paradise" when speaking of this portion of the globe.

Having recently spent some time in the islands, however, personnal, we'd trade the whole "enchanted" area for one block on the Sunset Strip....or one hundred feet..or a foot....or an inch....or less. In checking with one of the local island Chambers of Commerce, we find the powers-that-be muttering something about "Oui! Oui! M'sieur, the weather she is beyoootiful....the sun she is shining all thee time!"....We dunno about that either....we can't see the sun....our eyes got blurred with rain drops when we tried to gaze at friend Sol.

Sahib Sam Goldwyn and some of his buddies say the gals over here in these isles are "gorjus"....and veddy veddy friendly....but apparently they forgot to take a complete poll of all the islands....and forgot to mention the fact that a knowledge of French or Pidgin was necessary if you want to get to first base with the wahines....And while on the subject of Goldwyn....and wahines....we'd like to mention something that apparently he (Goldwyn) publicized to a point where it has become a synonym with the South Seas....The sarong. It grieves us greatly to inform you that the sarong is slowly (or p'raps "rapidly" is a better word) disappearing from these parts....On one island we found that

only a very few women wear anything that even resembles a sarong. . . . We have noted many Javanese gals wearing a wrap-around skirt. . . . which resembles a sarong in color more than in shape. . . . Draped from the waist down to the ankles. . . . and wound rather tightly, it reveals what there is to reveal in the way of shape (which isn't much in this case). Above the waist, the pre-war custom, we understand, was to clothe themselves with only a beautiful coat of bronzed tan. . . . However, we now find to our complete disappointment that the wahines have become somewhat "sweater-girl" conscious. . . . wearing tight, thin, sweaters to cover the upper portion of their bodies. . . Apparently "hero-worship" along the Lamour lines in this portion of the globe has been superseded with a "Lana" touch. . . . Perhaps if the local wahines were more along the general lines of Mme. Lana we wouldn't mind so much. . . . however, at present we prefer to spend our time chewing our pipe and looking at the latest copy of "Esky" rather than roaming the paths of the island villages in search of female companionship.

We also have word from reliable sources that in Papeete (Tahiti). . . . the Tahitian version of the sarong, the Pareu, is doomed to disappear from that enchanted isle of love and waving palms. . . . due to a shortage of proper material. . . . and even today the island cuties are forced to garb themselves in inferior garments made from old curtains, table-cloths, and bed-spreads.

Yes, fella, the South Seas are rapidly going to the proverbial dogs wherein the wahines are concerned.

* * * * *

THAT BEYOOOOOOTIFUL DAY—

Strange. . . . but since we've been outside the "continental limits" the main spoken issue seems to be in regards to the day when we will secure this present "emergency" and head for home.

There has been a lot of thought lavished on the post-war period as a whole by thought-lavishers in the highest (and lowest) positions. . . . but no problem, apparently, has received as much attention as this one of how the world is going to spend the very first day of peace. . . . the day of surrender. . . . There's been a lot of civilian speculation on this question, we understand, but to date the Coast Guardsmen in this area have been too busy fighting to get into the argument. We heard recently how the Army boys hope to spend their first post-war day. Here's our opinion of how the Coast Guard will act when the brass hats say: "Okay! fellas, let's hit the road for home!"

It's going to start slowly.

At first the men here in the Southwest Pacific are going to climb out of fox-holes, brushing the mud off a little. . . . and just cautiously look around. . . . ready to duck back fast in case it's all a gag. . . . Then it's going to sink in suddenly, and the Coast Guard will start for Sydney, Brisbane and Papeete, for Pearl Harbor and Tokyo, for Los Angeles and Berlin.

The beer will run out in the first hour and a half. . and there will be frantic calls to Milwaukee and Munich. . . . but the vats there will have been emptied in twenty minutes by the nearest tanker or transport crew.

Every woman on all seven continents between the ages of nine and ninety not under an armed guard will be kissed by a Coast Guardsman before sunset. . . . By 1830, the first argument about who won the war will have begun. . . . and 2,500 Americans, Chinese, British, Australians, New Zealanders, Russians, Free French, Greeks, and Cubans will be under treatment for shock and contusions. . . . The S.P.'s will have mysteriously disappeared from the streets and will be discovered three days later huddling the docks and piers in San Pedro and Fisherman's Wharf.

Fifteen seamen led by a salty CBM will drive up to Berchdesgaden in an amphibious jeep. . . . heavy line in their hands. . . . only to find that 10,000,000 Germans had assembled there in an orderly manner and cut Adolph into as many equal parts.

Three thousand Higgin's Boat Coxn's will solemnly swear at 1900 never to travel again by anything amphibious. . . . and never get any nearer water than a canoe in Westlake Park. . . . At dusk a party of Coast Guard Commandos will be seen off the Coast of Guadalcanal on a raft made of oil barrels. . . . sailing strongly towards Hollywood and Vine.

Ensigns will suddenly become VERY polite to enlisted men from their home towns whose fathers own good businesses there.

At the Coast Guard Academy at New London, Connecticut, the class that was to have graduated the following Wednesday will be confined to quarters for having cheered in a manner not befitting officers and/or gentlemen, when they heard the news that the war was over.

Three Fuzzy-Wuzzies will wash in celebration and their wives will not recognize them. . . . and one of them will be bitten by his own pet monkey.

In a park in Tokyo a young Japanese officer who was thought to be crazy by his maties, will get up on a soap box and declare that the Japanese Army was never really beaten. . . . It was betrayed from behind by a large number of Eskimos who had insidiously wormed their way into key positions in the Imperial Japanese Government . . . . The listeners will applaud wildly. . . The officer will beam proudly.

By 1100 the next ayem all the aspirin will be gone.

* * * * *

If we're behaving ourself
With the South Sea "Cuties"
When they oughta know by now
That these gals
Don't look like
The "Glamour gals"
Pictured by Hollywood
And if we had a chance
We wouldn't even give 'em
A second look
Or make any amorous advances
Towards 'em
Or tell 'em we "laikim tumas" (love) 'em
Because no matter how you feel
Or how long you've been at sea
These gals don't look like
Dottie Lamour
Or even Zasu Pitts for that matter
So we assure you
We're behaving ourself
And acting like a true gent
When it comes to these "cuties"
Of the "romantic" isles
Of El Pacifico del Sur
We thank yuh!

"THE MIGHTY 'A'"—

In spite of the unfortunate facts represented above, there is still one thing in the South Pacific that is standing up in proper fashion and upholding its true ideals.... and that seems to be our own Coast Guard-manned vessel. The vessel, itself, however, isn't really the important issue in this case, for as in all matters concerning vessels, the crew is what makes the ship... so we'd like to take time out to introduce you to some of the crew... First on deck is "Moe" Nordstrom, S1c, who can always be recognized by his "Reet! Rot! Reet!" line, which means nothing more than "Keerect!"....Next, we find "Scudsy" Brandi, S1c, and "Skin" Hartwig, S1c, efficient and conscientious proprietors of the "Ton Lee Laundry Service—Cash on the Line"... who are always whistling, humming, or singing, and who offer a free "floor show" at 1000 each and every ayem on the fantail by the laundry....Appleman, S1c, "Whoinell fed Gismo?"...."Bum Dope" Norris, GM3c, "Sh-h-h-h-h-h!....I just got some straight dope from the 'old man' ....I heard that...." Morris, SF3c (CM striker on the side)...."Did I ever tell you guys about Laguna Beach?"....Huff, Cox, guitar player "deee-lux"....and music lover....Buhrlage... "Hot Rod" car man from Los Angeles....Gonzales, RM 1c, "Key Man" of the Radio Shack".... and one man publicity department for the village of Brooklyn...Stackhouse, BM2c, 6-foot 4-inch of MAN (large caps).... who used to carry a baseball bat to the Palladium to keep the gals from ganging him ....Guy, S1c, "You haven't lived until you've been to North Hollywood!"... Lewis Davis (Junior), SM3c, man of many female companions (in the States), wavy hair, and memories of love at its best.... Cota, PhM1c, LST man from Vella La-Vella....Hammel, QM3c, "Did I tell you guys that the University of Utah won the basketball championship!?"....Marshall, CM1c, official portrait painter on board... Ryan, MM1c, "Alaska was never like this!"

BOUND FOR FRANCE, *these Army nurses relax on the deck of a Coast Guard landing craft while crossing the English Channel.*

PERSONALITY BOYS

....Maher, Kazarian, Bartlett, Gonzales, proprietors of the local radio shack "Roger-Willco—and out!"....Mehlman, Y2c, current news expert and analyist....Nelson, MoMM2c, man of the bright red locks and beard to match...."Andy" Andersen ("be sure and spell it with an *EN*!") SM 3c, expert on blinker and semaphore.... Ditto on "Rodney" Petrick, SM3c... "Woody"...."Quinn"....and "Tiny" (Wood, Cohen and Ryan) who know more songs that any three guys in existence.

REGULAR GUYS

That's just a part of the crew. We'll introduce you to the other at later dates—but on the whole we believe that presents a pretty good cross-section of the type of man you'll find aboard....Nothing special no "strategists"....no "soldiers of fortune'....just a plain ordinary bunch of regular guys out here trying to do their part ... and dreaming of girls....and dances ..and convertibles....and parties and wives and kids....and spending fifty-nine minutes out of every hour at home in their memories and dreams....and spending the rest of their time writing home trying to keep contact with "civilization" ....A mixture of regulars and reserves... a mixture of men from LST's, AK's, cutters, boat pools, island stations... a mixture of guys who have been in this area from four to six months—from six to eight months—from eight to twelve months—and twelve months to seventeen months... Guys from Brooklyn (dem bums!).... and Hollywood....guys from Chicago... and Iowa....and Indiana....and Long Island....and Los Angeles....and Boston and Yakima...and San Francisco. and Seattle....and Spokane....and Uncasville, Connecticut....and Kentucky... and Long Beach....Guys from all over, working together hand in hand, hoping and dreaming of the day when they'll all see the Golden Gate, or the Statue of Liberty and will begin a new life where they all left off....Yes, that's the ————, the home of a regular bunch of regular American guys.

THE TIDE OF WAR *has receded for this Jap, sprawled on his face in the surf at Saipan. Thousands of Japs were slain as they strove futilely to retain this inner bastian of their Pacific empire.*

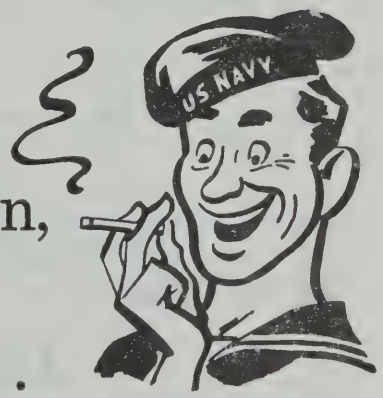
Jack and Jill went up the hill . . . on a picnic

(And Jack caught an awful cold)

Jill said: "Here, have a KOOL"

(So he tried a few)

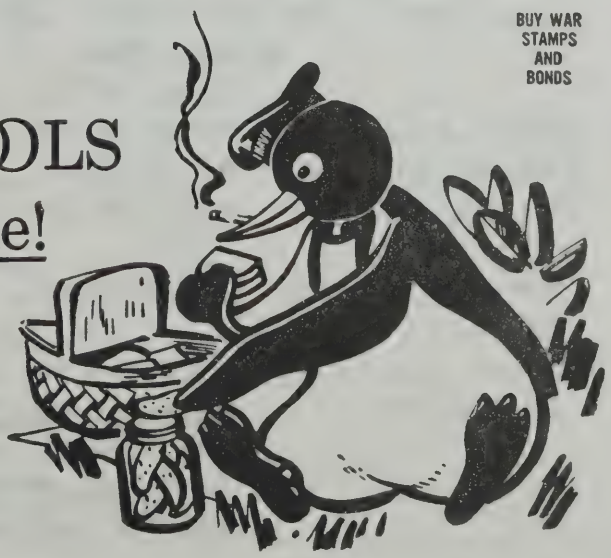
They felt so soothing then, even to his raw throat . . .



UNION MADE

That he decided to smoke KOOLS <u>all the time!</u>

BUY WAR STAMPS AND BONDS



You'll fall for 'em, too!

Switch from "Hots" to KOOLS — *for good!*

Use Of Star Altitude Curves For Surface Navigation

A Lesson in Streamlined Navigation For Those Interested in Modern Short-cut Formulas

By CAPTAIN P. V. H. WEEMS, U.S.N.

PERHAPS BECAUSE Star Altitude Curves were designed primarily for use in air navigation, most surface navigators either are entirely unfamiliar with them or have never considered the possibility of their use for fixing the position of ships. Actually they are as applicable at sea as in the air. It is true that the scale on which these curves are plotted is somewhat smaller than shipboard navigators are accustomed to using. However, with a little care in plotting, results are obtainable to the nearest mile, certainly with an error of less than two miles. Even surface navigators realize that they are never sure of having a celestial fix, by whatever method obtained, closer than that to their actual position. A few navigators have used Star Altitude Curves on board ship with very satisfactory results.

When a marine sextant is used, the sextant altitude must be corrected for dip before using it with the curves. It should not be corrected for refraction as this has been incorporated in the curves.

Following are two examples of fixes obtained by Star Altitude Curves and by H.O. 214:

Example 1:

On April 29, 1944, the navigator of a ship in approximate position Lat. 49° 55′ N., Long. 43° 10′ W., took sights of the stars Capella, Procyon, and Polaris. Data as given in solution. Required, position at GCT 2233.

Example 2:

On May 4, 1944, the navigator of a ship in approximate position Lat. 50° 14′ N., Long. 15° 21′ W., took sights of the stars Capella, Procyon, and Polaris. Data as given in solution. Required, position at GCT 2035.

From the solutions it is seen that the position obtained from the Star Altitude Curves is in each case less than a mile from the one arrived at by using H.O. 214. Any navigator can get comparable results.

For the above comparison, H.O. 214 was chosen intentionally because it is the shortest of the tabular methods. Even with it, the time and labor expended in obtaining a fix is considerably

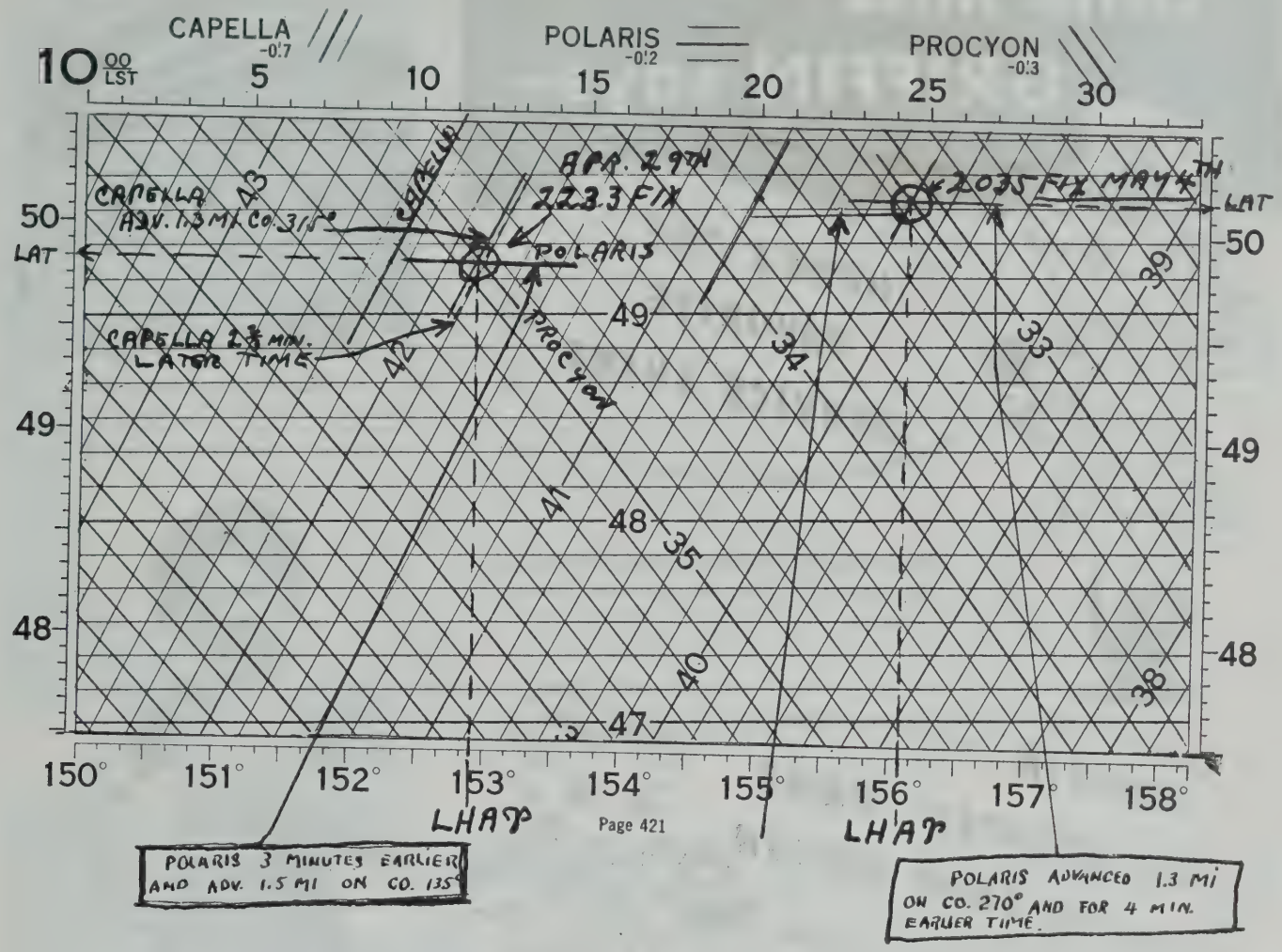
S.S. VICTORY

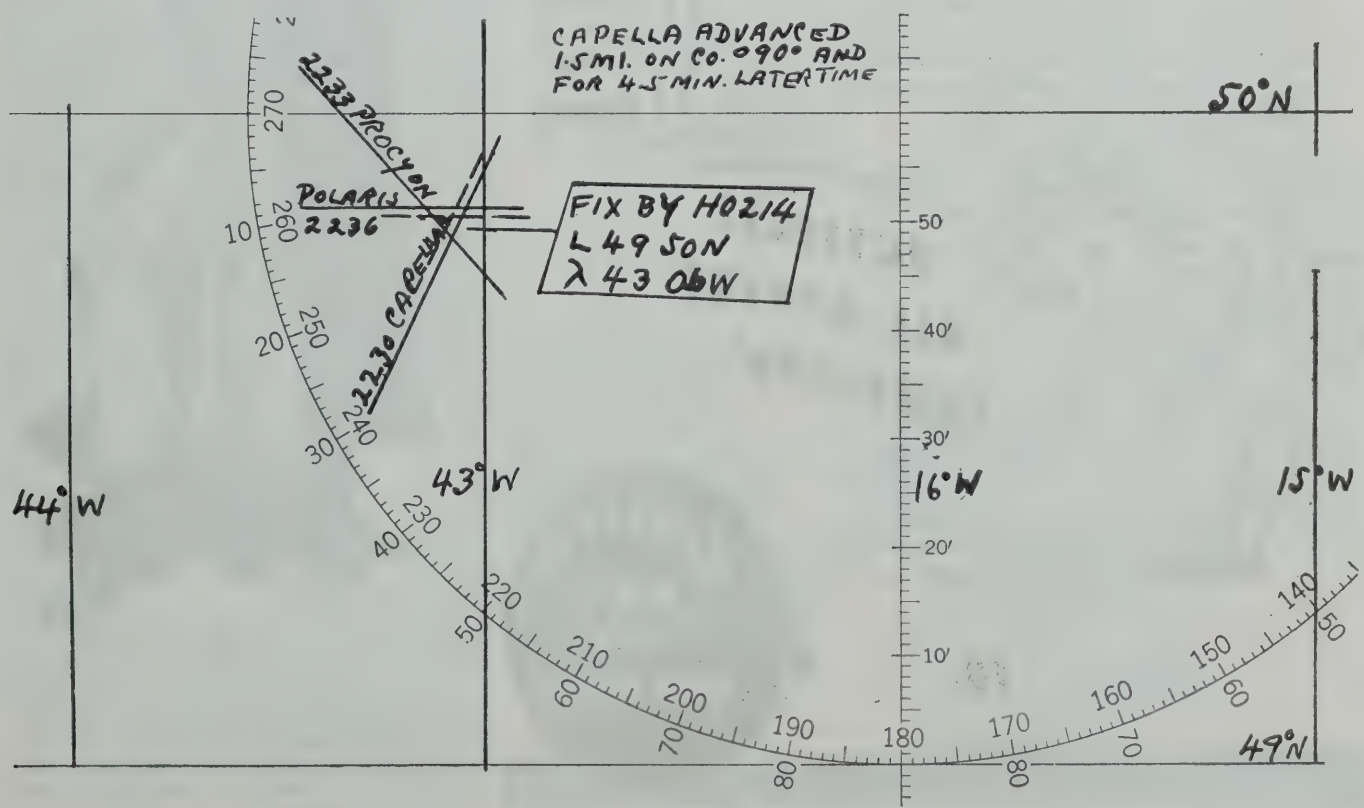
TIME	POSITION		COMPASS	TRUE	DRIFT or LEEWAY	TRACK	G / S
ZT +3	LAT. N	LONG. W	HEADING	HEADING			
				315°			30
		29 APR. 1944			GHAP	216 49	
STARS	GCT		H(SEXT)	H(SAC)	CORR	339 09	
CAPELLA	22 30 11		42 21	42 14	GHAP	195 58	
PROCYON	22 32 51		35 02	34 55	LHAP	152 53	
POLARIS	22 35 44		49 22	49 15	LONG.	43 05 W	
EYE 51 FT.	FIX AT ZT. 1933				LAT.	49 50 N	
	4 MAY 1944						
			COURSE	090°		SPEED	20K
CAPELLA	20 30 30		40 55	40 49		221 45	
PROCYON	20 35 02		33 12	33 06		309 37	
POLARIS	20 39 01		49 37	49 31		171 22	
						156 05	
EYE 37 FT.	FIX		AT ZT. 1935			15 17 W	
ZT. +1						50 10 N	
POLARIS	22 35 44		GHAP	216 49	Hs	49 22	
29 APRIL 1944			CORR	339 52	CORR	(−) 8	
			GHAP	196 41	Ho	49 14	
			LONG.	43 05 W	CORR	+ 37	
			LHAP	153 33	LAT	49 51 N	

SOLUTION BY H.O. 214

I.A.S. or D.R. SP.	← 29 APRIL 1944 → CAPELLA	PROCYON
GCT	22 30 11	22 32 51
GHAP	216 49	216 49
CORR	338 28	339 09
SHA*	281 52	245 55
GHA*	117 10 W	81 53 W
λ (R)	43 10 W	42 53 W
LHA*	74 W	39 W
DEC.	45 56 N	5 22 W
LAT.	50 N	50 N
Ht	42 23.2	34 47.8
ΔH	− 2.2	− 7.0
Hc	42 21	34 40.8
Ho	42 13	34 54.0
a	8 A	13 T
Z	N 64.7 W	N 130.3 W

more than that necessary with the Star Altitude Curves after one is familiar with their use. Surface navigators looking for the shortest and easiest method of determining their position would be well repaid for time spent investigating the possibilities offered by these curves. With this new method the navigator should be able to determine a fix without the DR position, without the Almanac, without the declination, hour angle, right ascension, logarithms,—and without leaving the bridge.

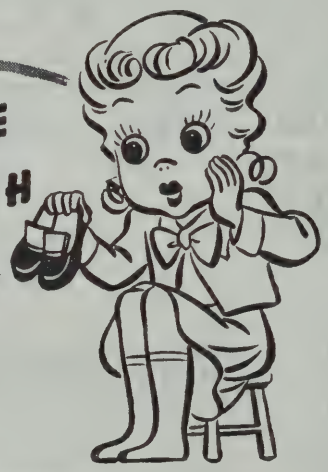




Little Miss GRIFFIN says—

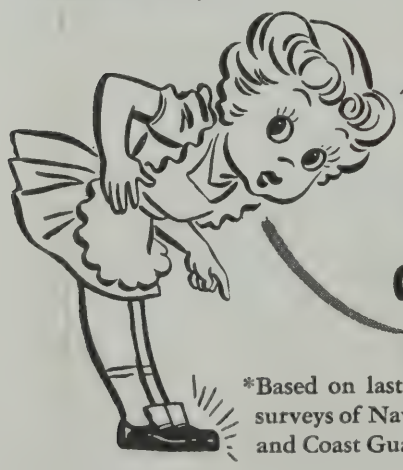
HERE'S THE FAVORITE SERVICE SHINE

GRIFFIN has protected and shined the leather equipment of *all* the services since 1890.



GRIFFIN THE GREATEST NAME IN SHOE POLISH

GRIFFIN ABC PASTE in the easy-opening can gives you a bright, long-lasting shine that rebrushes for days.



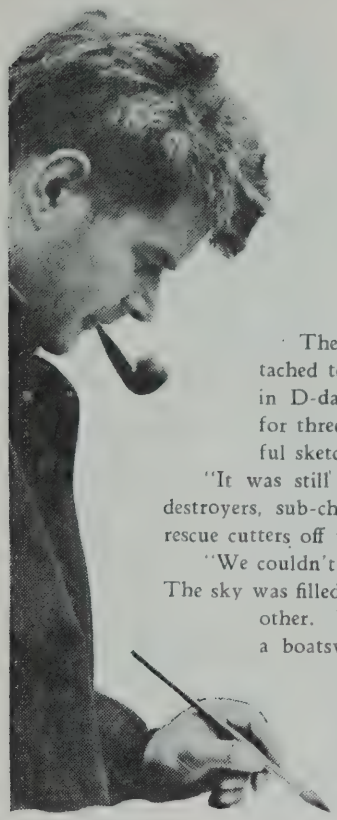
OUTSELLS ALL OTHERS COMBINED*

*Based on last 5 yearly sales surveys of Navy Ship's Stores and Coast Guard Canteens.

10¢

IN THE INVASION *of Kwajalein, Lieut. James A. B. Hay, Jr., was cited by his commanding officer for "faithful devotion to duty" as a junior fire control officer during the conquest.*

WHOOPS! *W. T. Johnson, S1c, demonstrates the latest in seductive routines for men desiring to obtain free transportation. Johnson states that this routine will ease the problem of Servicemen who have had difficulty in obtaining lifts from motorists. (Editor's Note—This is only a gag! Reformers need not worry about the morals of Coast Guardsmen.)*



COMBAT ARTIST PAINTS WAR SCENES

SOMEWHERE in England (Delayed)—Heavy naval artillery pounding the shore, craft blowing up in the water, men concealing their internal emotions with cool jokes as they steadfastly performed their duties—these are some of the invasion experiences of Coast Guard Combat artist H. B. Vestal, of New York City.

The Coast Guardsman, a former commercial artist, is attached to the flagship of a Coast Guard-manned LCI(L) flotilla in D-day operations and which remained off the French coast for three weeks. During operations the combat artist made careful sketches and notes for use in depicting the invasion.

"It was still dark that morning when our ship left the convoy of destroyers, sub-chasers, attack transports, landing craft and Coast Guard rescue cutters off the beachhead and moved into the transport area.

"We couldn't see the beach yet, but could see frequent flashes of firing. The sky was filled with tracers, red balls, grim Roman candles chasing each other. We moved in closer to the beach," the Coast Guardsman, a boatswain's mate first class, related, "as H-hour approached. Near us an American battlewagon and destroyers and two French cruisers were firing carefully placed salvos. They shook the air, so they must have shaken the Germans plenty.

"Pretty soon we were within range of the German 88 MMs and machine guns. The machine gun fire from the hills beyond the beach was terrific. An 88 shell exploded a few feet off our fantail, giving us a jar. Snipers were shooting at our bridge and one bullet bounced off our blinker light.

"The wind was always against us," the Coast Guardsman said, "but when the shelling from our naval units would let up from time to time we could hear the German batteries roaring and the lighter pattern of their machine guns and rifle fire, especially the 'Burp' guns.

"Burp" guns, he explained, are German pistol-machine guns that fire in bursts and make a "burrrp-burrrp" sound.

"LCVPs and LCMs were getting hit. Just as I looked at an LCT it went up with a big explosion; when the smoke cleared away only the forepart was protruding from the water. I was watching an LCVP, Coast Guard, when it blew up. Only thing left were the engines. Dead were spread out all over the beach where they'd fallen. Bodies were dotting the water at the beach's edge.

TOO CLOSE FOR COMFORT

"Once I moved away from my usual spot. A moment later a 20 MM pierced the deck there, exploding in the alleyway below. Talk about luck!

"There were a number of times when we had scares," Vestal said. "Aboard ship most of the crew had been through the invasions of Sicily and Italy and had a pretty good idea of what to expect. They were

GERRY LARSEN has her sights set on Hollywood. She collects autographed match covers, receives mail from service men all over the world. Age, 21. Height, 5 ft. 4 in. Weight, 115 lbs.

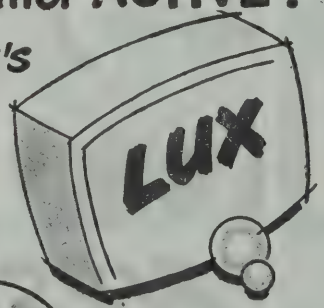
NATURALLY I USE LIFEBUOY

—AND SO DO WE ... NO "B.O." FOR US, EITHER!

FIRST WITH THE MEN IN THE SERVICE

USE IT DAILY

How come these guys are
swamped with V-mail
All from young things
fair and female ?
What MAKES the bozos so attractive ?
It's regular scrubs with lather ACTIVE !
Yep, LUX SOAP grooming's
what they swear by,
And both win dames
by dozens thereby !



AT YOUR SHIP'S SERVICE STORE

a pretty cool bunch of Coast Guardsmen. They didn't show any sign of excitement and did a lot of joking about what it was going to be like when we got close to the beach, but I guess we were all a little nervous underneath. Later the near misses scared the hell out of us. Then when I got back here and read a booklet on booby traps and mines—and didn't have anything to worry about—I got really scared.

"We didn't go ashore until the third day. Things were still lively. A duck truck hit something with its rear right wheel. When the dust settled the truck was fifty feet back facing the opposite direction. The driver had been blown out. He was a little shaken, but he got up, laughed and walked away. Another six-wheeled truck, fortunately empty, had its back end blown off.

"You hear a lot of stories during an invasion from the fellows around you," the Coast Guardsman said. "The most interesting one I heard came from an army officer wearing a Luger. He walked into a supposedly empty pillbox, flashed his light around, and to his surprise found 40 Germans and their officer waiting to surrender. They'd been afraid to come out. Our fire was so heavy they thought they'd stay there 'til we came and got them. When the prisoners came out and saw all our ships off the beach their mouths fell open. They could hardly believe there were so many of us.

Unknown Hero

"There is another story, too, of a different kind, of an Army kid whose name I don't know. Those of his outfit who got across the open beach were pinned down behind a rock pile by machine guns. He was lobbing grenades at the Nazis over the pile. They got him, of course, and he must have known he was done for, because he crawled across the top of the pile with the rest of his grenades and started up the hill for the Germans. He got half way up the hill before he died. But he got the nest. 'Mission accomplished,' as they say."

A native New Yorker, the Coast Guard combat artist spent most of his childhood in the south and west, returning to New York to study and engage in commercial art. At various times he attended the Yale School of Fine Arts, the National Academy and Pratt Institute. He also served three and one-half years in the Merchant Marine. His wife, Mrs. Evelyn Vestal, resides at 29 W. 12th street, New York City.

FAR FLUNG

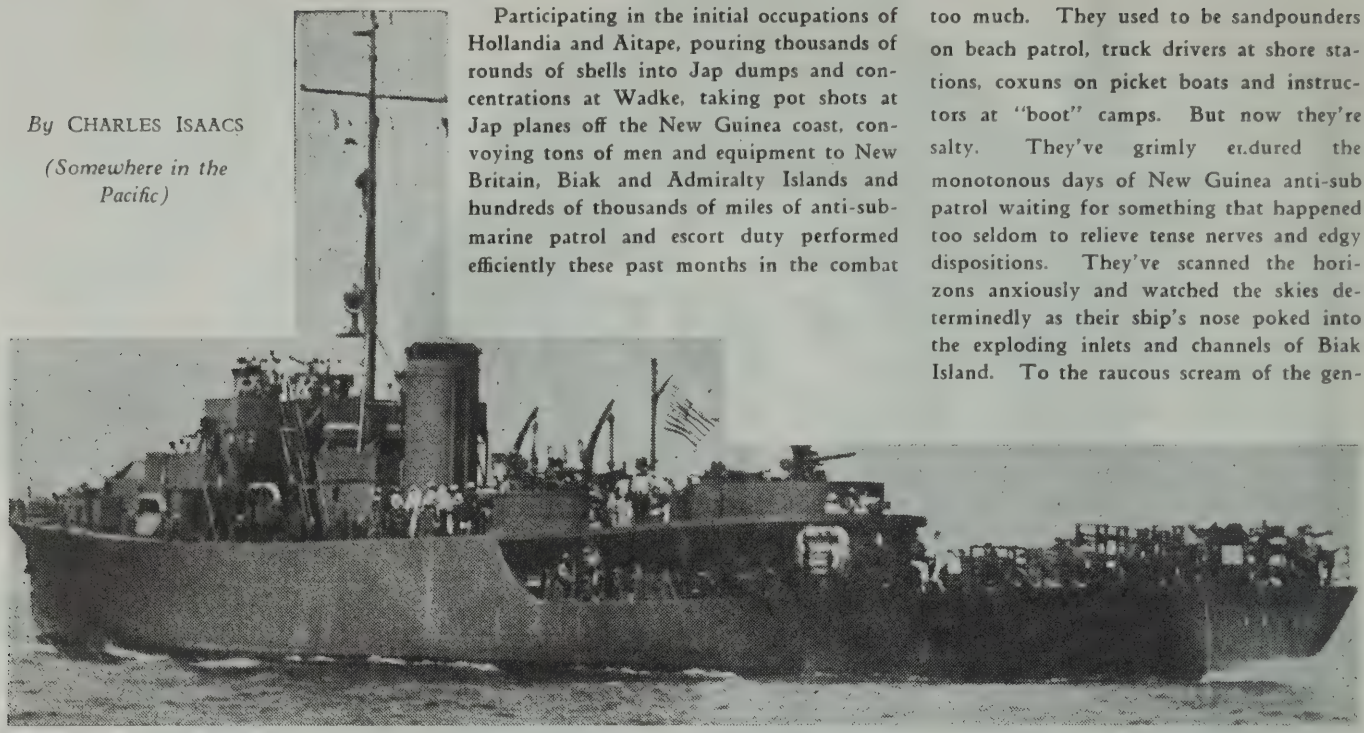
In the operation of the U. S. Coast Guard's far-flung services, in peace as well as in war, its officers must be trained seamen and navigators capable of carrying out their duties at sea under the most severe conditions, and in addition must have a detailed knowledge of marine engineering, naval architecture, hydrography, meteorology, gunnery, radio and maritime law.

BACK FROM HELL *comes a U. S. Marine, clamboring aboard a Coast Guard transport after two days and nights of combat against the Japs at a Pacific beachhead. His face is grimy with coral dust but the light of battle still burns in his eyes.*

REMEMBER THE FRIGATES - - - - -

By CHARLES ISAACS

(Somewhere in the Pacific)

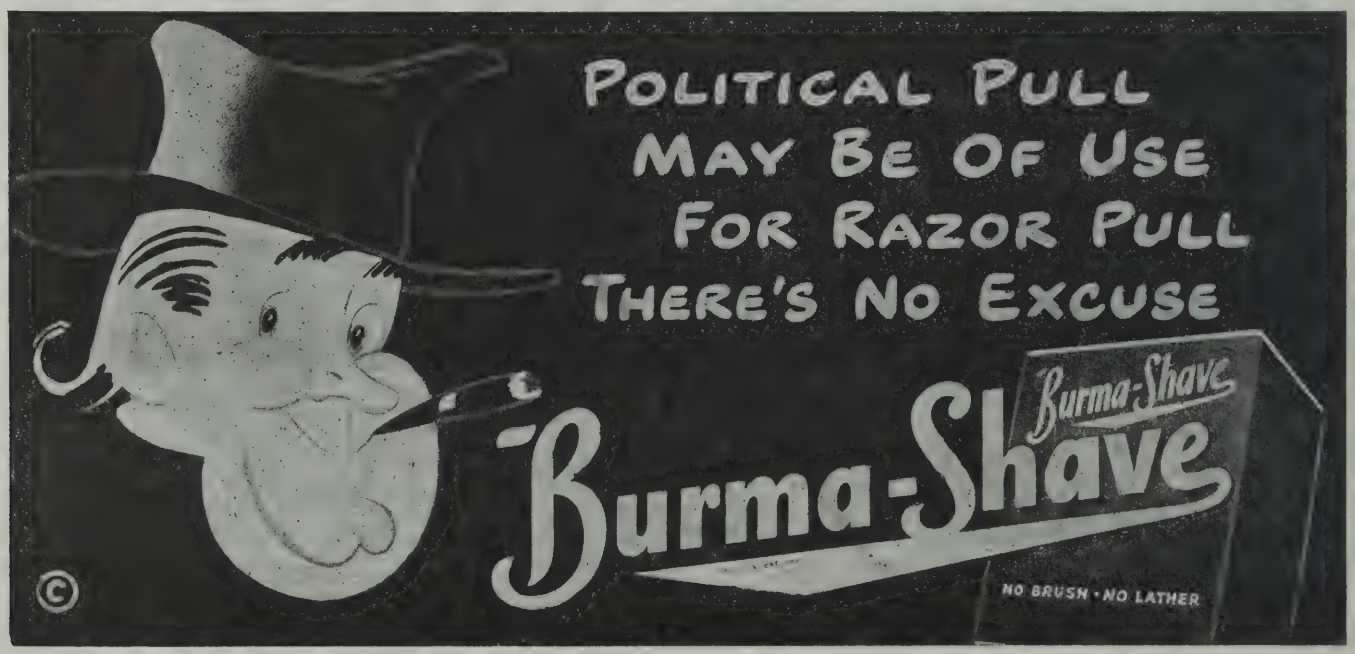


ABOARD A Coast Guard Frigate off New Guinea—You probably haven't seen anything about them in the newspapers—unless you read the small print and probably they were left out of that or referred to as Navy escort vessels. The crews really don't care. Out here where a liberty—one in two months—means a few minutes to climb a tree and pick a coconut, newspapers and clippings are unimportant. The hundreds of Coast Guardsmen manning the frigates in the Southwest Pacific don't mind being out of the headlines. They're doin a lot of little jobs that add up to more than a few big ones.

Participating in the initial occupations of Hollandia and Aitape, pouring thousands of rounds of shells into Jap dumps and concentrations at Wadke, taking pot shots at Jap planes off the New Guinea coast, convoying tons of men and equipment to New Britain, Biak and Admiralty Islands and hundreds of thousands of miles of anti-submarine patrol and escort duty performed efficiently these past months in the combat areas doesn't make headlines, but does bring wars to an end.

Sure, the people at home still write and ask if we're doing beach patrol in Australia, and when a frigate ties up to a tanker for a drink a little sawed-off sub-chaser will putt by and the gobs will yell, "Hooligans!" The Coast Guardsmen yell back, "which side of that thing does the cement come out of?" and civil war is on. The gun watches on the fantail eat smoke and curse the damn straight stack and, down below in berthing quarters, sweat doesn't drip from your body—it runs.

These Coast Guardsmen don't mind that too much. They used to be sandpounders on beach patrol, truck drivers at shore stations, coxuns on picket boats and instructors at "boot" camps. But now they're salty. They've grimly endured the monotonous days of New Guinea anti-sub patrol waiting for something that happened too seldom to relieve tense nerves and edgy dispositions. They've scanned the horizons anxiously and watched the skies determinedly as their ship's nose poked into the exploding inlets and channels of Biak Island. To the raucous scream of the general alarm they've rushed to their guns eighteen times in twenty-four hours. They've sat quietly in the steaming rain, sweat and heat of the Schouten Islands waiting for Jap planes to pop over the mountain ridges. They're frigate sailors now! As they sail their ships and man their guns along the stepping stones that used to be Japan's they know they aren't in the newspapers. But they don't mind. There isn't much time to read newspapers anyway, when you're doing a lot of little jobs that don't make headlines, but do bring wars to an end!



When Boatswain's Mates Whistle

By JACK COLE, CBM
Coast Guard Combat Correspondent

IN THE ARMY they call him a sergeant. In the Coast Guard he's a boatswain's mate. And until the raw recruit has washed the first salt from his dungarees and spun a good sea story, he regards the boatswain's mate as a "guy" with a stone heart, whose hands were made to carry nothing but bull whips, and whose lungs are made of leather.

PASS THE WORD

But the recruit soon learns that "Boats" is musically inclined. Besides knowing seamanship from the tying of a reef knot to operating invasion equipment, the boatswain's mate is an experienced piper. With a trick whistle, which is as difficult to master as many musical instruments, he can summon the attention of the crew.

There are thirteen boatswain's mates aboard this Coast Guard-manned Attack Transport, eight first class, five second class and every one of them is a veritable Pied Piper. In the old days, they'd have blown their lungs out to make themselves heard over the howl of the sea or the roar of battle. But, today they merely whistle into the modern public address system and their calls are carried clearly to every part of the ship.

IT'S NOT EASY

It may not take a Benny Goodman to blow a silver boatswain's pipe correctly, but it's no cinch either. A boatswain's mate must commit to memory at least a half dozen "musical scores" and put in hours of practice. An extra breath, a slip of the finger or a split-second hesitation and an inexperienced piper can unwittingly change "Silence Fore and Aft" to "Up all Hammocks," which would not only throw the crew into confusion, but the boatswain's mates into the "drink."

There are about sixteen standard pipes or calls, with two or three variations for each. Consequently, an old-time boatswain's mate had to learn over fifty pipes.

STANDARD CALLS

The Coast Guard boatswain's mates on this ship, however, use just four standard calls with only a couple of variations. "Chow" (soup's on, in any language), "All Hands" (usually followed by an order to the crew), "Call to Colors" (lowering or raising the flag) and "Stand By" are the basic four. Unlike the old days, when every man aboard knew all the calls, modern transports and other smaller ships follow most calls with an announcement or order spoken through the loud speaker.

To the crew's ear, the boatswain's pipe sounds sweet or harsh, depending not only on how it's blown, but on what the occasion is. When "chow" is piped down, for instance, it has the melodic quality of a sweet inviting symphony, while "turn to" (especially at five a. m.) has the maddening screech of an alley cat. The six-inch, sterling silver pipe (which would cost you three dollars in the open market) is "played" by manipulating the hands, modulating the breath and trilling the tongue.

HERE'S HOW

With the stem in the mouth, the cupped hand is placed over the round bowl. The call is made with the hand either open, closed, curved or clinched. This handling, along with the proper pressure of breath, gives the desired notes. The open hand calls for the least breath and makes a soft, clear note. The clinched hand needs a good hard blow and makes a high beep, shrill enough to be heard over the splitting roar of a five-inch gun. The extraordinary carrying quality of the pipe was, of course, the original reason for its use at sea.

Like an old hat, the boatswain's pipe doesn't become a prized possession until it gets that happily battered appearance. This isn't entirely a question of ornamentation, however. New pipes are seldom in pitch. The bowl has to be dented, bent or soldered, or sometimes a small piece of wax is inserted in order to make the pitch true.

The history of the boatswain's pipe dates back to the days of the Crusades, when it was employed to transmit orders across the sweeping battle fields. As far back as 1485 A. D., the pipe was used by the English as an honored badge of rank. When the Lord High Admiral, Sir Edward Howard, was killed in action in 1513, a "whistle of honor" was presented by the queen mother of France to the officer who commanded the French Galleys at the time of the Lord Admiral's death.

PIPE DOWN!

Some time after that, the pipe reverted to its original use as a method of passing orders. From 1671 A. D. on, it was referred to as a "call," but today the word "pipe" is more often heard. The slangy admonition "pipe down" is, naturally, a direct derivitive.

Out of tradition, too, grew the custom of wearing the pipe as part of the uniform, and years ago every boatswain proudly had his pipe slung from a chain around his neck while ashore, as well as at sea. The Coast Guard boatswain's mates on this atttack transport sadly lament the passing of that fine old custom. They don't give a darn about the looks, they say. But if they had their pipes with them on "liberty," they'd sure show up some of those land-bound wolves. What gal wouldn't turn around, they ask, if you gave her a blast on a boatswain's pipe?

LANDS TEN TIMES

SOMEWHERE IN the Central Pacific—(Special)—Lieut. (j.g.) George Houdeck, executive officer aboard a Coast Guard-manned LST, and native of Chicago, Ill., has participated in three (3) Pacific invasions and made 10 landings on enemy-held shores.

He landed on the bleak rocky shores at Kiska during the American invasion of this vital Jap outpost August 16, 1943.

Four months later, he hit the beach at Betio, on November 21st and helped to smash the Japs during the epic battle at Tarawa.

Then on January 31, 1944, he took part in the Marshall's operation at which time his ship made eight landings on Jap-infested territory.

"At Kiska, the Japs had evacuated to a man and left all their equipment. We had a few sub-contacts but that was all," he said, "but Tarawa was a different story.

"Jap planes bombed our ship and narrowly missed us. Mortar and machine gun fire hit trucks and bulldozers on our deck, but fortunately we escaped injury. The Nips fought savagely for 76 hours, but were no match for our hard-hitting Marines."

Heavy Gunfire

At Kwajalein in the Marshalls, Lieut. Houdek stood on the deck of his ship and watched American cruisers and destroyers come in at point blank range and blast Jap positions to bits, while "our artillery fired from another island directly over the ship."

The crew on his ship put troops and equipment ashore on eight of the Marshall atolls, and after the battles, he saw the American flag raised on three of them.

On Wotho atoll, he saw the bodies of 12 Jap aviators, who had committed suicide with hand grenades rather than be captured.

A stocky blue-eyed Czech with bushy tan hair and eyebrows, and ruddy complexion from months in the sun and wind, Lieut. Houdek, of 1926 S. Drake Ave., Chicago, has served 19 years in the Coast Guard. He also has a four-year hitch in the Navy to his credit.

Twenty-two Years Ago

He enlisted in Chicago July 21, 1922, as seaman, second class, and has worked up through the ranks the hard way to his present post as executive officer on board this fighting Coast Guard-manned LST.

His ship was commissioned at Pittsburgh, Pa., in May, 1943, and was navigated down the Ohio and Mississippi to New Orleans, where she was outfitted for amphibious operations in the Pacific.

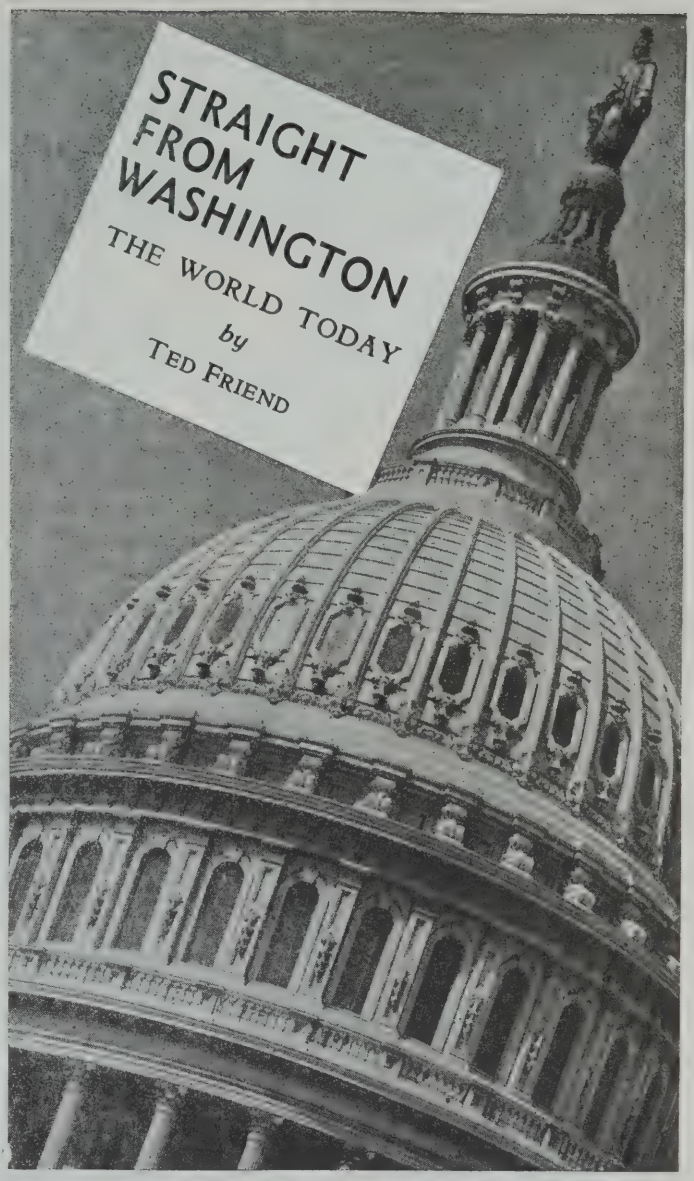
"She is a sturdy little craft, 327 feet long," he continued, "carrying mostly troops, tractors, bulldozers, ammunition and supplies. She leaps and bucks like a bronco in heavy seas, but she is capable of weathering any storm."

Lieutenant Houdek is entitled to wear the American Defense and Pacific-Asiatic Theatre ribbons for service to his country.

His wife, Mrs. Eva Houdek, now lives at 137 Howard Ave., Roxbury, Mass.

When asked what his post-war plans were, Lieut. Houdek said, "To retire in the 'windy city' and rest on my laurels."

COAST GUARD OFFICERS *inspect the wreckage of a Jap installation that was reduced to a shambles by bombardment from sea and air. Old Glory again flies in triumph, moving ever closer to Tokyo.*



OFFICIALS IN WASHINGTON are expressing the opinion that a determined peace move on the part of the Germans will come in the near future.

In spite of the apparent suppression of Hitler opposition within Germany, this peace move is expected to mark the appearance of an insurgent group representing high army men and important industrialists determined to seek a peace which has become absolutely necessary from their point of view which is the salvaging of as much as possible of Germany's military and industrial strength in spite of a lost war.

This first peace offer, expected by October or November, is expected to be turned down by the Allies unless it is a virtual acceptance of our unconditional surrender policy, as it probably will not be.

* * * * *

In London the Commission of European Affairs has been busy drawing up plans for Allied control of Germany when hostilities cease.

Washington hears that the Allied plan is to set up a Control Commission which will take over the administration of all German affairs (including disarmament, reparations, civil order and internal administration) for as long a period as the Allies may deem necessary. This will be the basis for the armistice which the Allies are said to have prepared for Germany. Thus the Commission of Control will have complete control of all German affairs with minor administrative functions being gradually assigned to such German groups as may prove themselves reliable. The period of control is expected to be long; some mention fifteen years as the probable length.

The ultimate fate and shape of Germany as a nation will depend upon the conduct of its people during the control period.

* * * * *

ARMY OFFICIALS are working out a policy they will follow in solving the problem of demobilization when Germany is defeated. The plan now being considered is said to call for the setting up of a system of priorities that will govern the demobilization of the troops. Among the items to be considered in determining the priority status of each soldier are age, family status, length of service abroad, and type of work in civilian life.

Demobilization is expected to be administered entirely on an individual basis, not by groups. Drafting of young men as they reach 18 is expected to continue and the younger troops are expected eventually to replace older men as forces of occupation. However, in the Pacific both veteran and fresh troops will be needed.

The movement to establish military training for young men as a permanent policy is gaining support in many quarters and will be one of the post-war domestic issues.

* * * * *

THE FINAL CRACK-UP of the Nazi edifice will begin in the Balkans, and that soon. This is what Washington observers are predicting.

They base their prediction on the fact that for some time secret negotiations have been going on in Italy between Prime Minister Churchill and Yugoslav General Tito and the Yugoslav minister. Also present at the conference were Secretary of the Navy Forrestal and Undersecretary of War Patterson. The meeting of these officials of the three nations may mean only one thing —momentous developments in the Balkans are due.

But even when the Balkans are useless as a shield military men do not expect the collapse of Germany to come immediately. Instead they look for a desperate attempt to force some sort of peace short of unconditional surrender. To achieve this Hitler is said to be driving his scientists and technicians in their efforts to complete the devastating new rocket robot bomb with which he hopes to force Britain to conclude an early peace.

WHEN THE FULL STORY of the French underground—the Maquis—is told after the war, it will prove to be one of the most sensational stories of an unbelievable age. Their operations throughout France have been of great help to the Allied forces, especially in the invasion of southern France. They have been especially helpful in blowing up objectives our air forces cannot reach with their bombs. In addition they are carrying out countless other acts of sabotage, guiding Allied soldiers to military objectives, maintaining order in liberated territories and liquidating pockets of German resistance left behind by our onrushing columns.

It is said that 80 per cent of young Frenchmen ordered to report for forced labor in Germany ignored the order at the risk of their lives and made their way to the rugged country of Haute Savoie in southeastern France where they made contact with the Maquis and enrolled in their units. Numbers of Allied officers and agents were dropped by parachute and smuggled in by submarine to help in the organization of this underground army. Military supplies and equipment were delivered in the same way, and constant communication was established with London. Now the Allies are reaping the fruits of this epic which will undoubtedly be the theme of countless thrillers to come out of Hollywood when the full story is told.

PENSACOLA BASEBALL

The baseball championship of the Naval Air Training Base at Pensacola, Fla., was recently decided when Bronson Field defeated the NAS team in the season play-offs. Outstanding for the winners was a triple-threat Coast Guardsman who is equally adept at pitching, batting, and playing first base. He is Thomas Lindsay, S1c, and is one of the four Coast Guardsmen who played for the teams of the various auxiliary air bases comprising the Naval Air Training Base. The men are members of the Coast Guard Sentry Dog Patrol Detachment at the air fields and have played excellent ball throughout the past season.

Lindsay of the champions is a 204-lb, 6-foot-three-inch lad who had many years' experience with professional clubs before entering service. He comes from Raleigh, N. C., and played in the Piedmont League at Durham (a Cincinatti farm team), as well as having two seasons apiece with the Florida State League and the North Carolina State League. In his one season with the Bronson Field team, Lindsay won eight out of ten games pitched, and held down first base when not on the mound. His batting average was .340.

Harvey Strah, S1c, the stellar fielder of the second place NAS team is also a former professional player who saw service with the Western League in a St. Louis farm club and with the Appalachian and Coastal Plains Leagues. His home is in Farmington, Ia. The slender 6-footer batted the remarkable average of .375 for the season with the NAS team which won 19 of its 22 games.

Thomas Newham and George Button, of the Corry Field aggregation, both have had amateur experience. Newham, a Specialist first class, in charge of the field's Coast Guard contingent, is a native of Patchoque, Long Island. He played the outfield during every game and was noted for the speed with which he covered his territory.

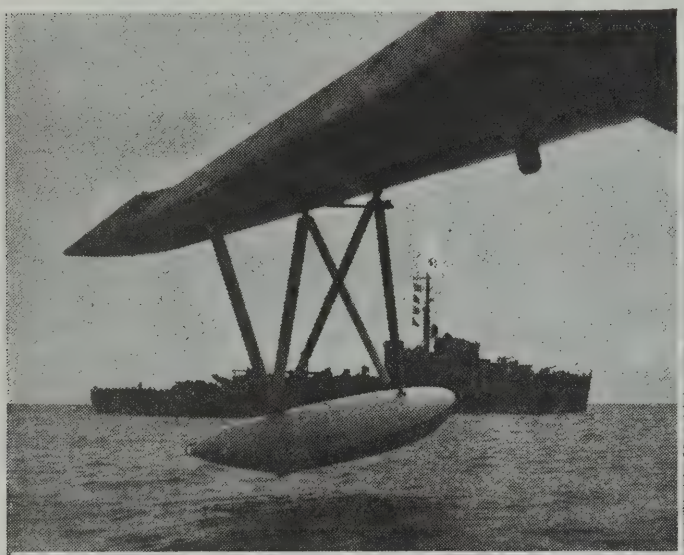
DE BASEBALL

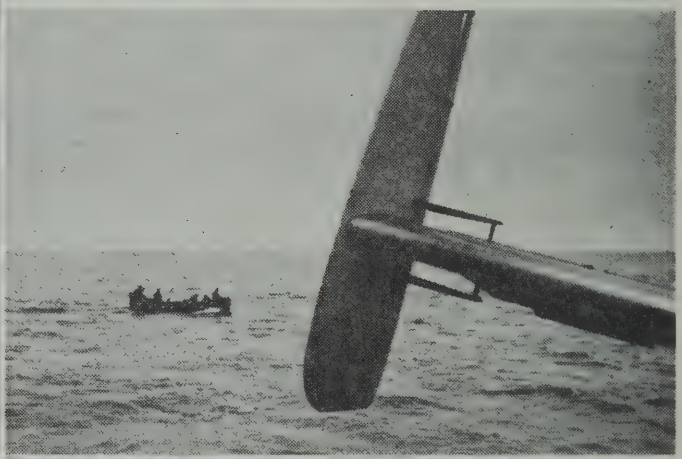
Accepting the suggestion of the *USS Ramsden's* article in the May edition of the COAST GUARD MAGAZINE, this Division of Coast Guard-manned Destroyer Escorts conducted a baseball tournament during June when the flotilla pulled into port.

The *USS Mills* won the tournament without losing a game and the *USS Richey* won second place. The *Mills* put a well-balanced team on the diamond and probably the outstanding feature of the tournament was the pitching of a no-hit, no-run game by Bud Coleman, GM3c. Other outstanding feats of the *Mills* team were the hitting of Lou Zammito, F1c; catching of Leo Ryan, Cox, and the shortstopping of Francis Mullen, S1c.

Other members of the *Mills* team were: Harold Nott, S1c; Tony Constanzo, EM 3c; Johnson Quick, S1c; Tom Mulligan, Sp3c; Lou Williams, GM3c; Harold Stechschulte, S2c; Homer Stapp, S2c, and Bill Schmidt, FC3c.

Air Rescue At Sea





IN THIS SERIES OF PHOTOS, *the dramatic transfer of a seriously ill seaman from a submarine in the Pacific to a West Coast hospital by surface craft and Coast Guard plane is depicted. The sailor, critically ill, was transferred from the American undersea boat to a naval craft which radiod a Coast Guard Air Station.*

Upper left: The wing of the rescue plane is seen an instant before alighting on the water. Upper right: Put over the side by their ship, the crew of a motor launch move toward the rescue plane, with the stricken seaman in a stretcher. Lower left: After making a successful takeoff, the plane has landed again at a Coast Guard Air Station and the victim is removed. Lower right: An ambulance is ready to complete the journey to the hospital. The entire rescue operation was completed within one hour. Lieutenant Commander Larry Davis was pilot of the rescue plane.

Even Santa Claus Is Excited About

Post's Special Christmas Service

4 PAGES

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FOR DAD

The Key of Honor shown below is also now made as a Watch Charm Key, without chain, but larger ring to wear on vest chain. Be sure to specify insignia.

XC0104—Sterling Silver $4.75
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The Key of Honor is not sold in civilian stores. Sale restricted to service men or authorized persons.

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X0100—Key of Honor Pendant in Sterling Silver $5.95
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Earrings To Match
X0102—Sterling Silver ..... $4.95 pair
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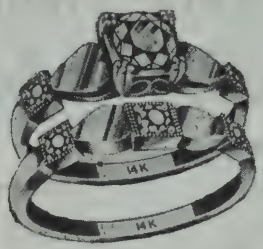

X0106 — Sweetheart Engagement and Wedding Ring Set. 14K Yellow Gold. SIX diamonds, including fine quality center diamond. BOTH $81.50. (For terms see preceding page.)

X0106A—Engagement Ring only $64.00.
X0106B — Wedding Ring only $21.50.

X0107—Ultra smart Bridal Set. 14K Yellow OR White Gold. Specify choice. Fine quality genuine diamonds. BOTH $140.00. (For terms see preceding page.)

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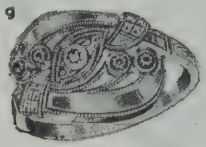
X0108 — Engagement ring. 14K Yellow OR White Gold. Specify choice. Specially selected fine quality diamond. $109.00. (For terms see preceding page.)

X0112—Ladies two diamond Birthstone ring. 10K Yellow Gold. Choice simulated modern Birthstone. (Specify month.) $17.40.



X0113—Ladies Cocktail ring. Two-tone 14K Gold. Genuine diamond and four synthetic rubies. $60.00. (For terms see preceding page.)

X0114 — Lovely ladies stone ring. 14K Gold. Choice of GENUINE topaz, amethyst or aquamarine. (Specify stone.) $29.75. (For terms see preceding page.)

X0105—Calfgrain Persian Goat leather hand bag. Blue, red, tan or black. Specify choice. $8.95 (other hand bags next page).

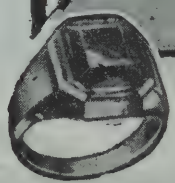
X0123—Gents ring. 14K Yellow Gold, hand engraved. Fine, fiery, brilliant diamond. $109.00. (For terms see preceding page.)

X0122—10K Gold Cross. One genuine diamond. Gold neckchain. $14.50.

X0121—Sterling Silver photo locket. Mother of pearl; genuine marcasite. $9.50.

X0120—Gold filled photo locket and chain. $5.95.

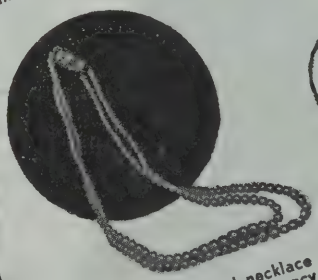
X0119—Sterling Silver Rosary, attractive gift case. $8.95.



X0133 — 10K Gold gents ring. Set with simulated ruby, emerald, or blue sapphire. (Specify choice.) $24.50. (For terms see preceding page.)

X0134—Gents four piece tary brush set. Hammer fect chrome top. $6.75.

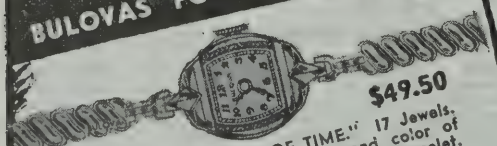
X0132—10K Gold photo locket and hain. $15.75.



X0131—Two strand necklace simulated Pearls. Fancy sterling silver clasp. Gift case. $9.50.

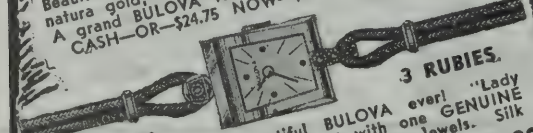
X0149—Leaf and petal design bracelet. ruby, blue sapphire, topaz or amethyst.

BULOVAS FOR "HER" XMAS



$49.50

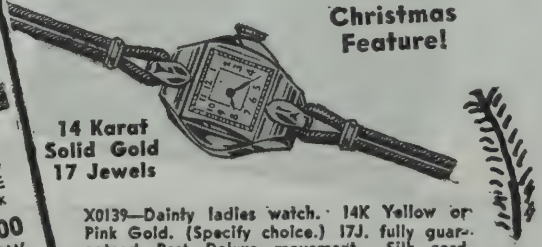
X0129—The new "GODDESS OF TIME." 17 Jewels. Beautifully engraved, in the charm and color of natura gold, with matched full expansion bracelet. A grand BULOVA value—a prized gift! $49.50 CASH—OR—$24.75 NOW—$24.75 Next Month.



DIAMOND **3 RUBIES**

X0130—The most beautiful BULOVA ever! "Lady Judy"—14K SOLID GOLD, set with one GENUINE DIAMOND and THREE RUBIES. 17 Jewels. Silk cord bracelet. **$135.00** CASH—OR—$67.50 NOW $67.50 Next Month.

Christmas Feature!



14 Karat Solid Gold 17 Jewels

X0139—Dainty ladies watch. 14K Yellow or Pink Gold. (Specify choice.) 17J. fully guaranteed Post Deluxe movement. Silk cord bracelet. $55.00. (For terms see preceding page.)

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DIAMOND GUARANTEED IN WRITING

X0109 — Five diamond Engagement Ring. 14K Yellow Gold. Fiery brilliant center diamond. Four side diamonds. $50.00. (For terms see preceding page.)

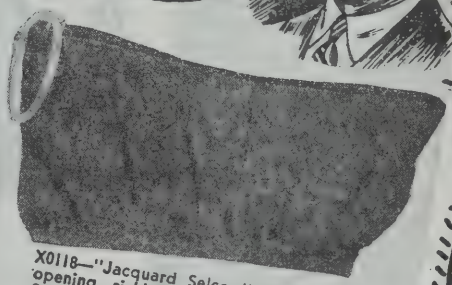
X0110—"Luck and Happiness" Bridal Set. 14K Yellow Gold. Fine genuine diamond. BOTH $54.00. (For terms see preceding page.)

X0111 — Stunning, perfectly matched, Engagement and Wedding ring set. 14K Yellow Gold. Six diamonds, including specially selected fine quality center diamond. BOTH $130.00. (For terms see preceding page.)

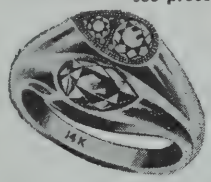
X0115 — "Remember Me" Friendship Ring. 14K Yellow Gold; White Gold top. Two genuine diamonds. $46.00. (For terms see preceding page.)

X0116—Ladies "Star of India" (Genuine Stone). Reflects star in direct rays of light. 14K Yellow Gold; two fine quality genuine diamonds. $73.50. For terms see preceding page.)

X0117 — Attractive low priced ladies diamond ring. 14K Yellow Gold. Sparkling genuine diamond. $27.00. (For terms see preceding page.)



X0118—"Jacquard Selcord" handbag. Zipper opening, richly lined. Blue, Brown or Black. Specify choice.) $9.95. (Other hand bags next page.)

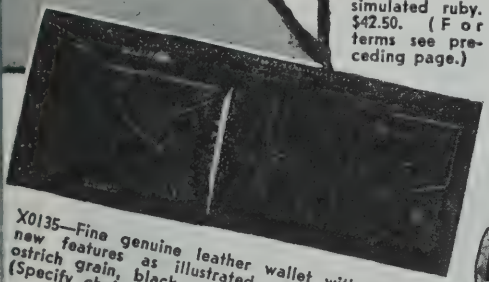


X0124— Popular gents Twin Ring. 14K Yellow Gold. Two diamonds and simulated ruby. $42.50. (For terms see preceding page.)

X0125—10K Gold Cross. Four genuine Diamonds. Gold chain. $21.50. (For terms see preceding page.)

X0126—10K Gold photo locket. One genuine Diamond. Gold chain. $21.50. For terms see preceding page.)

X0127—14K Gold Cross and chain. $7.95.

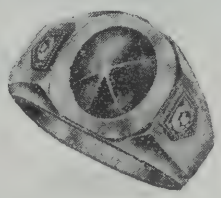


X0135—Fine genuine leather wallet with many new features as illustrated. Saddle brown, ostrich grain, black or brown morocco grain. (Specify choice.) $6.50.

MATCHED PIN AND EARRING SET

X0128—Pink gold plate on sterling silver multi-colored simulated stones. Set $26.00. Pin only $15.00. Earrings only $11.00.

X0136 — 10K Gold pendant. Pierced two-tone floral design. Gold chain. $18.00. (For terms see preceding page.)



X0137—Gents "Star of India" (Genuine stone). Reflects star under direct light rays. Massive 14K gold ring. Two fine quality diamonds. $81.50. (For terms see preceding page.)

Gold Plate on sterling silver. Simulated choice.) $15.50.

17 Piece Bird's Eye Maple Boudoir Set

X0138—Major pieces, implement handles and jar tops of satiny, richly finished solid bird's eye maple. Beautifully inlaid. Crystal perfume bottles, Lucite picture frames; mirror tray. Presentation case as shown. $39.75. (For terms see preceding page.) Additional dresser sets on following page.

17 Jewels Sweep Second Waterproof

X0140—Internationally famous "Lumier." Chromium and stainless steel case. Luminous dial. EXPANSION BRACELET. $57.50. (For terms see preceding page.)

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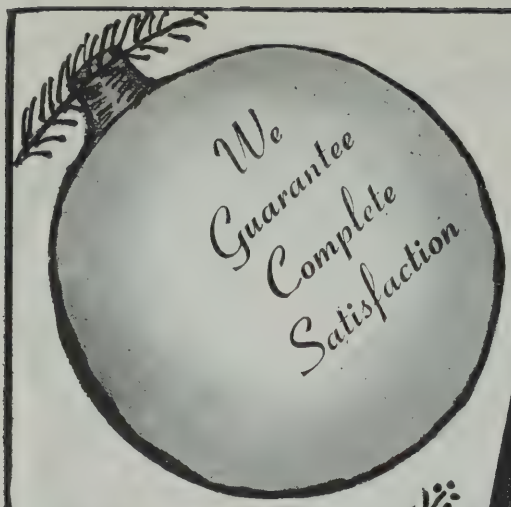

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Solving your gift problem at Post is as easy as "rolling off a log." You pick your gifts, tell us where to ship, and what message to enclose. We do the rest—and guarantee complete satisfaction! For further information on ordering and terms, see first page of this advertisement.

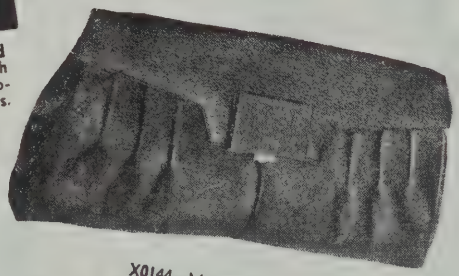
X0141—7 piece boudoir set including magnifying make-up mirror. Clear plastic frames with decorative centers. Flare top crystal perfume bottles and mirrored dressing tray. $19.75. (For terms see preceding page.)

X0147—Spray pin in Pink Gold plate on sterling silver. Set with simulated ruby, emerald, blue sapphire, topaz, or amethyst centers. (Specify Stone) $14.50.

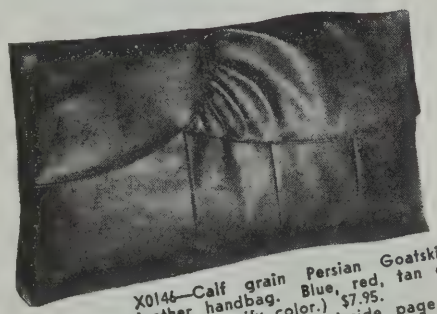
X0147A—Earrings to match above pin $5.25.

X0145—Bow knot pin with matched earrings. Pink Gold plate on sterling silver with varied colored simulated stones. Complete set $26.00. Pin only $20.00. Earrings only $6.50.

X0142—Lovely 11 piece dresser set. Handles are beautifully modelled clear plastic with richly enamelled backs with "quilted" effect insert with contrasting colors. Crystal perfume bottles with flare type stoppers. Lucite picture frames and mirror tray. Presentation case as shown. $35.00. (For terms see preceding page.)

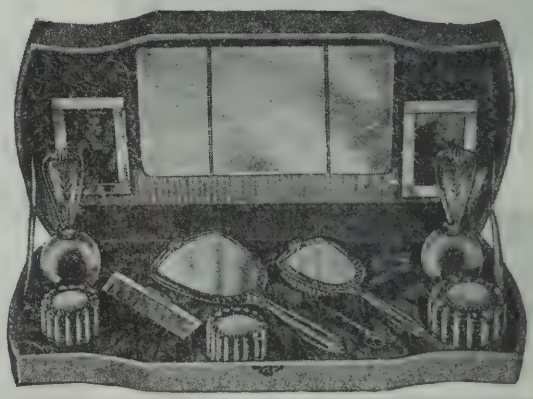


X0144—Morocco grain calf skin leather handbag. In blue, red, tan or black. (Specify color.) $8.75. Other hand bags on inside pages.



X0146—Calf grain Persian Goatskin leather handbag. Blue, red, tan or black. (Specify color.) $7.95. Other hand bags on inside page.

ORDER EARLY ORDER NOW



X0143—12 piece boudoir set. Double side mirror, mirror back brush and comb of genuine LUCITE. Large crystal perfume bottles and jars. Two mirrored picture frames and large mirror dressing tray. Presentation case as shown. $35.00. (For terms see preceding page.)

P.O.L.—"Prisoner of Love." Solid gold Anklet

$14.95

Offered in two styles with initials of service as illustrated. (Navy—C.B.—Army — U.S.C.G.—U.S.M.C.) with yours and her initials on reverse side, or with polished panel instead of service initials, for her initials on front; yours on reverse side. Be sure to specify exactly style you desire, and initials.

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Chicago's Reserve Flotilla On Training Cruise

YOU KNOW the excited tension and the last-minute hustle and bustle before you shove off. Well, the hustle we took in our stride but the bustles we left behind, both literally and figuratively, for this was strictly a man's affair.

The twelve ships of our flotilla presented a beautiful picture as they filed out of the Grand Haven harbor at 2100 and took up cruising formation at 2115 two miles off the pier heads. The night was one of those perfect ones that we all dream about and seldom have the opportunity to enjoy, yet here we were well under way to the midnight rendezvous of the Sixth Division of the Coast Guard Reserve (T).

SIX OLD SALTS *put their heads together as the Chicago Reserve Flotilla engages in its annual practice cruise. Left to right: D. E. Hobelman, journalist; Lieutenant Gordon Disbury, recently returned from overseas; Ensign Nelson, Lieut. (j.g.) Van Zeglen, Lieutenant Pelikan and Lieutenant (j.g.) Gardner.*

GOOD PRACTICE

The *BoBea*, our flag ship sent the blinker into a spasm of dots and dashes, thereby furrowing the brow of many a signal man. (All communications between ships were by blinker or semaphore.) In between signals and changes of formation, the crew of each ship pored over the contents of a problem kit devised by quiz master CBM Dale C. Weirs, Commander of Flotilla Four.

About an hour out, Dame Misfortune sailed into our midst, and the good ship *Lt. Bumpus*, developing motor trouble, dropped astern. The *Hilaria VIII*, cruising abreast of the *Bumpus*, signaled the flagship and was detailed to assist and standby. But with Skipper Ralph Gilman, MM1c, and Sam Beukema, MM1c, aboard the *Bumpus*, the *Hilaria* politely apologized and returned to formation, leaving the repair of the distressed motor in the capable hands of those two specialists. The moon peeped over a bank of clouds paving a glowing path across the sea and the *Bumpus* drifted contentedly in our wake.

ZERO HOUR

At 2330 lights were sighted dead ahead, more appeared off the starboard quarter and still more off the port bow. The zero hour was at hand. The Coast Guard Reserve was converging upon its objective. Words to describe that picture are a little beyond the abilities of this pen. So picture it for yourself, thirty-seven ships of the First,

1—Want a Quick, Clean, Comfortable Shave EVERY TIME? Then-try Palmolive Brushless!

2—Want a Face so COOL you need no After-Shave Lotion? Then-try Palmolive Brushless!

3—Want a Fast, Smooth Shave, even with Cold or Hard Water? Then-try Palmolive Brushless!

4—Want a Shave that Allows no Stinging, no Biting, no RAZOR BURN — Even with Tender Skin? Then-try Palmolive Brushless!

Only PALMOLIVE BRUSHLESS Guarantees* You 4-Way Shaving Comfort!

*Yes, only Palmolive Brushless guarantees you 4-way shaving comfort! That's because this easy-to-spread, greaseless cream wilts whiskers fast—makes tough beards easy to cut even with cold or hard water. And *at the same time*, Palmolive Brushless lubricates your skin—cushions your face against your razor. You shave without scratching, scraping, or Razor Burn! Your face stays cool, comfortable—you need no after-shave lotion. Try it and see! You get shaving comfort —4 ways—or, mail carton top to Palmolive, Jersey City 2, New Jersey, and we'll refund your money!

Third, Fourth, Fifth and Seventh Flotillas riding the gentle swells under full moon. Then, at a signal from the Division flagship, like a gigantic serpent the fleet wound its way up the Saugatuck harbor and by 0200 all were secure.

Saturday brought our first Divisional Muster and Inspection, under the able direction of Floyd S. Harrett, CBM. This was our first Divisional meeting, the first time the flotillas had had the opportunity to drill together. Perhaps this fact might have made Chief Harrett a wee bit jittery, but what he accomplished in that short space of time left no cause for jitters on any one's part.

Lieut. Gordon Disbury was our guest of honor. Lieut. Disbury was on leave from the South Pacific Area, and he told us that a number of the boys serving on his ship received their first training from members of the Sixth Division. I know that every member of the Reserve will remember with a bit of pride and plenty of satisfaction when Lieut. Disbury told us that he was "pleased with the improvements we had shown" and that we had done a "darn nice job" and to "keep rolling and you'll have a job well done." It was also pleasing to hear that he'd "be very happy to have any member of the Reserve aboard his ship."

Welcome Relief

After those hot pavements, that heavenly phrase "Dismissed" was music to our ears. In fact it was a toss-up which signs were the most tempting, "The Old Crow," "Steaks and Chops," or "The Dock."

And here we have a question in our minds, the *Lt. Bumpus* reported in at 1200 sharp, they claimed on time. It's either a case of ignorance of Navy time or a premonition of those hot pavements. At 1400 muster aboard ship and prepare for inspection. If those ships never had a gonig-over before, they got it then—from stem to stern and top-side to bilge.

At 1500 we weighed anchor and proceeded in formation out to sea to participate in joint rescue and bombing maneuvers with the CAP., and an imaginary distressed vessel was planted somewhere offshore and located by the patrol activities of the CAP planes who immediately communicated the position of the imaginary accident and the flotillas then proceeded to the rescue. Using this position as a rendezvous point, the CAP squadron rendezvoused with the flotilla approximately a mile offshore and bombing maneuvers followed. During these activities the planes scored two direct hits on ships of the flotilla while at the same time several hits were scored on the planes by ship's cameramen. We would like to express our appreciation for the excellent cooperation afforded us by the CAP and we believe a great deal of good was received by both units.

Credit for the outline of the entire cruise and its successful operation should here be given to Lieut. (j.g.) Jack Gardner. The program was a masterpicee of planning and its execution showed outstanding handling of officers and men.

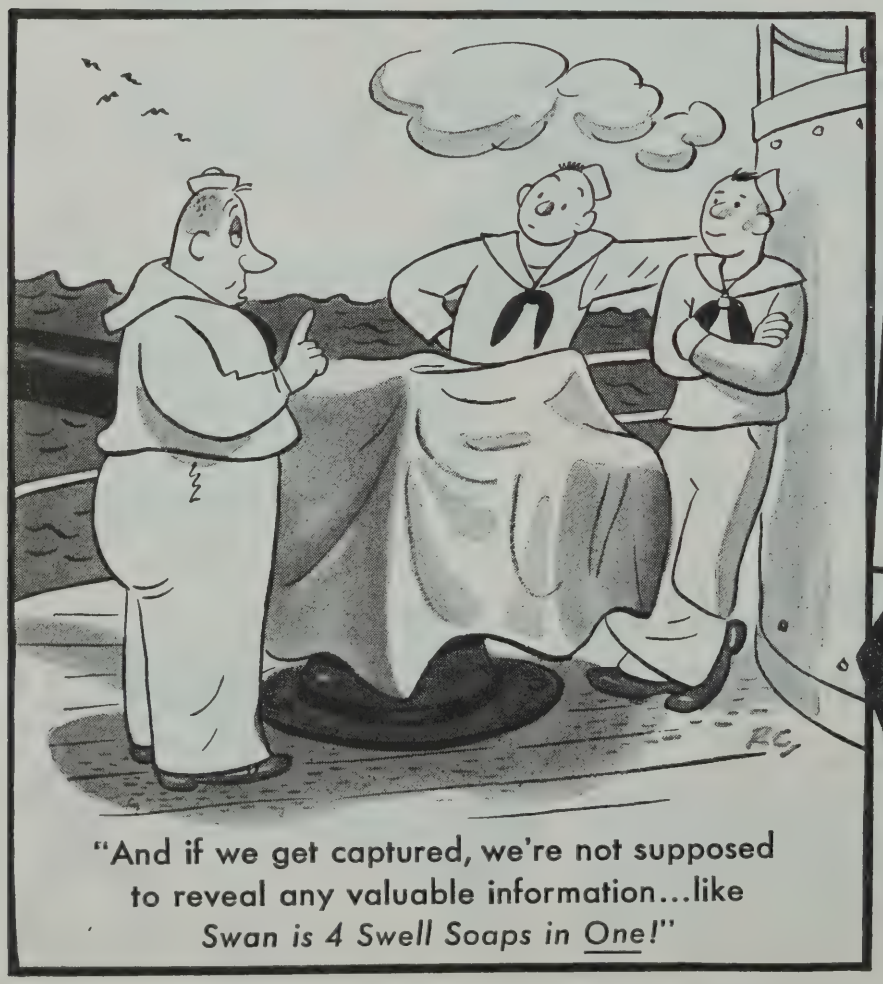
On our way back to port, Lieut. Howard Hurst, Area Training Officer, joined the fleet for an overnight visit.

We owe a vote of thanks to Harold Cole, Commander of Flotilla Five, and his assistant, Lester F. Harrett, BM1c, who took over after Commander Cole stepped into a companion way. Also to Roy Springer, BM1c, with red apron and gasoline stove, and to all the other boys on the breakfast detail who served so ably. It was a grand job, well done.

Looking Back

After chew we climbed to the top of a dune overlooking the bite. Those thirty-seven ships nosed into shore will leave a glorious impression for years to come. As our 200 members seated themselves on the sandy slopes, we were greeted by Lieut. (j.g.) James H. VanZylen, our division captain; Chief Gordon Reiley, of DCGO; Ensign Jack Gardner, Lieut. Pelikan, of Division Four, and Jim Hobelman, Editor of *the Spreader* and also the *Squall*, both monthly yachting publications.

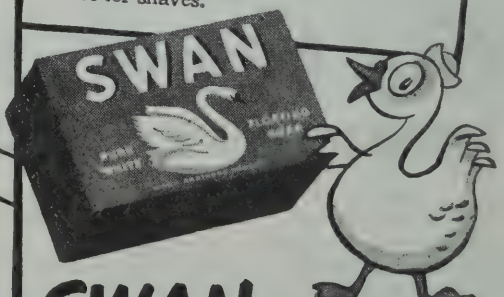
When this refreshing breeze of conversation had blown itself out we were dismissed till '45.



"And if we get captured, we're not supposed to reveal any valuable information...like *Swan is 4 Swell Soaps in One!*"

That's right, fellas, Swan's 4—count 'em— 4 swell soaps in 1:

1. **Great for Bath or Shower**—Swan gives plenty of rich, refreshing lather in a wink...even in hard water.
2. **Perfect for Hands and Face**—Soap up with Swan and you'll shine for that date ashore!
3. **A Whiz for Laundry**—Swan's thick suds make it a cinch to get duds clean.
4. **Ideal for Shaving**—Swan's lather is so mild and creamy, it's perfect for shaves.



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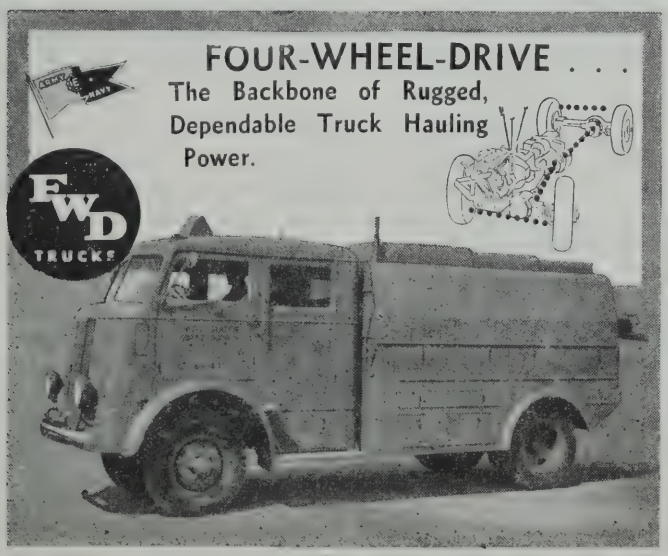

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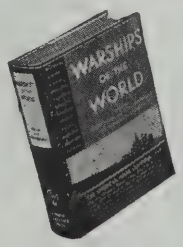
WARSHIPS of the WORLD

The *American* Naval Yearbook—1944



Edited by Roger Kafka and Roy L. Pepperburg
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Describes more than 7,000 fighting ships: dates of launching and completion; standard displacement; dimensions; normal complement; power and speed; machinery; armament; builder and place of construction—all the essential information. Stories of 900 heroic ships involved in naval actions in this war. Includes a naval glossary, and a special chapter on the techniques of warship recognition and identification. Over 500 photographs and more than 200 profile drawings. All ships are fully indexed, whether known by name or number.

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INVEST IN VICTORY — BUY BONDS

SECOND LIEUT. *C. Baynard Jester, U. S. Army (left), of Onancock, Va., visits his brother, Lieut. (j.g.) Floyd J. Jester, Staten Island, N. Y., in England. This is the first time they had met for two and a half years.*

HE'S FAMILY'S BLACK SHEEP!

By NAT SPERBER
(Combat Correspondent)

LONDON (Special)—He's the black sheep of his family if tradition means anything. His father said, "Son, you've made your own bed. Now lie in it."

To anyone else, he'd be a hero. This 26-year-old second lieutenant in the Army wears the Purple Heart, earned when a Jap sniper got him in the foot, during his twelve action-packed months on the islands of the Southwest Pacific, and he's here in England now at the Army's Paratroopers Training School; a school he volunteered for, "because there's some real action in it."

WINS SPURS WITH ARMY

"He" is 2nd Lieut. C. Baynard Jester, USA, of 63 Market St., Onancock, Va. His story came out when he met his older brother here today, for the first time in two and one-half years. The brother is Lieut. (j.g.) Floyd J. Jester, U. S. Coast Guard, now stationed at a Coast Guard LCI Flotilla Base, at an unidentified British port.

Young Army Lieutenant Jester earned his father's rebuke when he enlisted in the army as a private nine years ago. Actually his father has some justification, for his father is Lieut.-Commander Maurice D. Jester, U. S. Coast Guard, skipper of the intrepid little cutter *Icarus* when that vessel took up matters with a Nazi sub almost twice its own length, and fought it out gun for gun until the sub went down and the Coast Guard cutter retired to the nearest port with 32 Nazi sailors and the sub skipper as prisoners.

DAD HONORED FOR EXPLOIT

Commander Jester got the Navy Cross for that one. His son, young Army Lieutenant Jester, read of his father's exploits while in a foxhole on Guadalcanal.

But that isn't all. Not only are his father and his brother Floyd in the Coast Guard, but he has another brother, also a lieutenant, junior grade, in the Coast Guard. This brother, Lieut. (j.g.) Maurice Franklin Jester, also wears the Purple Heart. He picked up the wound to go with it when the DE that he's on, tangled with and knocked off a Nazi U-boat in the North Atlantic, not too long ago.

IT'S A FAMILY CUSTOM

Young Army Lieutenant Jester's grandfather was also in the Coast Guard. "Grandpa" retired some years back as a Chief Petty Officer and young Army Lieutenant Jester's sister went out and married herself to a Coast Guardsman, too. He's a chief boatswain's mate on duty somewhere in the South Pacific. And to top things off in a neat fashion, the army lieutenant has four uncles—all commissioned officers in the U. S. Coast Guard!

WIFE IN UNIFORM, TOO

On the army side of the ledger, the student paratrooper has his wife, Beatrice. She was a 2nd lieutenant in the Army Nurse Corps. He met her in the army hospital in San Francisco, where he was taken for treatment for his wound. She's not in the army now, though, because she resigned not long ago and presented young Army Lieutenant Jester with a baby daughter—on the day he sailed for the United Kingdom. The newest Jester is only a couple of weeks old now, but her Dad says, "Maybe she'll get in the Spars when she grows up a bit."

Just for the record, here's the family's service line-up: "Grandpaw"—Chief Petty Officer John D. Jones, USCG (Retired); father, Lt.-Comdr. Maurice D. Jester, USCG,

Captain of the Port of Miami, Fla.—Navy Cross; oldest brother, Lt. (j.g.) Maurice Franklin Jester, USCG, 1st Lieut. aboard a Coast Guard DE—Purple Heart; next oldest brother, Lt. (j.g.) Floyd J. Jester, US CG, now stationed at a Coast Guard LCI Flotilla Base in England, after taking part in four invasions.

Then comes the young Army Lieutenant Jester, his wife and their baby girl.

And the four uncles—All commissioned officers in the U. S. Coast Guard, running down from a full commander to a junior grade lieutenant.

"Of course Dad's only fooling when he calls me a renegade," says young Army Lieutenant Jester, "but perhaps it would have been better if I'd joined the rest of the family. At least I'd have seen some real action like my brothers did."

QUESTIONS and ANSWERS

(Continued from Page 23)

signed to this class or not depends on whether I will get my annual leave or wait for the class?

A. Another class for pharmacist's mate training may be assembled late in October.

Q. Are retired enlisted personnel entitled to take courses through Armed Forces Institute, Madison 3, Wis.? If so, are there any enrollment charges?

A. Courses from the U. S. Armed Forces Institute are available to all personnel of the Army, Navy, Marine Corps, and Coast Guard who are on active duty. Retired personnel who have been recalled to active duty would, therefore, be eligible for courses during that duty. Other retired personnel would not be eligible.

Q. Why won't Headquarters send radiomen, first class, to Materiel School especially those who sincerely desire such training and experience this school will give?

A. There is such a great shortage of radiomen that they cannot be spared for the length of time they would be in school. However, there is a great need for radiomen with training in the operation and maintenance of direction finder equipment. If you desire this training, you should submit your application to Headquarters through official channels.

Q. In the 24 May, 1944, issue of the *News Buoy*, bi-monthly publication of the Coast Guard, 13th Naval District, I read an article which stated as follows:

> "There is also an 'X' crow and this designates visual aid specialists, draftsmen, and a miscellaneous variety including switchboard operators."

This mention of draftsmen interested me because I have had seven years experience in that line of work. Can you tell me what branch of the service would require this duty and also to whom I should apply for information or assignment?

"BRING ME DOWN A BOTTLE OF BLUE RIBBON"

33 FINE BREWS BLENDED INTO ONE GREAT BEER

Copr. 1944, Pabst Brewing Company, Milwaukee, Wis.

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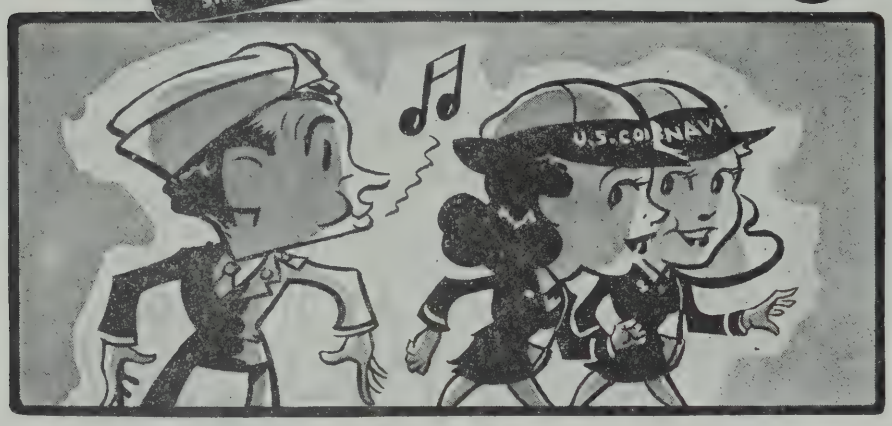
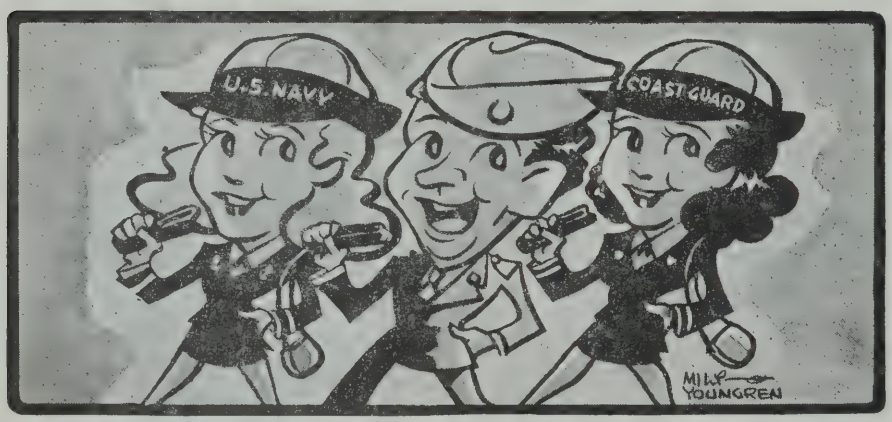


WAVES AND SPARS HAVE A KNACK..



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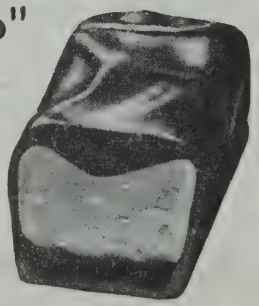

Bite view of a "Hi-Mac"

WELL, WELL, IT'S SHOTWELL!

Shotwell, makers of famous Puritan Marshmallows, make the "Hi-Mac" bar. For years you've known Puritans. Now try something entirely different *yet with the same high quality.* Try the "Hi-Mac" bar!

A. There are a limited number of billets for experienced draftsmen and you should make a request for assignment through official channels, setting forth your qualifications, experience, etc.

Q. I would like to know as to whether there will be any more warrant carpenters made. How many are on the present list, and how long will it be before Headquarters will solicit recommendations for the compilation of the next list?

A. There are twenty-five men listed on the present eligibility list for carpenters. There is no great need for warrant carpenters and the length of time before recommendations are again solicited for this rank cannot be determined at the present time.

Q. About the middle of the year of 1943, I was recommended for warrant machinst, but have heard nothing from it. I am in question as to whether the recommendation reached Headquarters. Can you tell me of my status?

A. No recommendation for your promotion to machinist was received at Headquarters. All recommendations received as a result of Alcoast 37 were reviewed, and an eligibility list for machinists was established and issued to the field in Personnel Bulletin 93-44, dated 6 July, 1944. Further recommendations will not be solicited from the field until this eligibility list is exhausted.

To C. R. B., MoMM3c, who makes inquiry relative to the present address of Roy W. Dongerfield, BM2c, it is c-o CG Station, Sabine, Tex.

To R. C. Q., who makes inquiry relative to the present address of Richard Zeitler, it is "Richard S. Zeitler (577-975), PhM3c, c-o Coast Guard Station, Easthampton, N. Y."

Q. Please give me the present address of Captain Walter G. Bloom?

A. It is 5500 Hampden Lane, Bethesda, Md.

Q. In July, a letter was sent to Headquarters through my commanding officer, requesting transfer to the Coast Guard Air-Sea Rescue work. To date, I have heard nothing from this request. Can you enlighten me on this matter?

A. An Air Sea Rescue office has just been established in Coast Guard Headquarters for the purpose of coordinating Air Sea Rescue matters. A reply to your request should be received shortly.

Q. When a reserve officer receives his discharge from the service will he be entitled to take all of his accrued leave with pay before being discharged?

A. This is a question I am sure many officers will be interested in, and unfortunately at this time cannot satisfactorily be given, at least until the Navy or Coast Guard comes through with something on this subject. From unconfirmed reports, it has been learned that a bill was introduced in Congress whereby officers coming under this category would be given pay for leave accrued at the time their services would be declared no longer needed, but that the De-

partments were against the bill, so until more definite and accurate information is obtainable, we must await the time element.

Q. We have had quite a discussion aboard as to the wearing of the No. 2 in the "American Theater of War Ribbon" for convoy and anti-submarine duty. Is it authorized for all men that have served for a period in the American Theater on convoy and anti-sub duty?

A. No. The Navy Department General Order No. 207 cancelled authority to wear numerals.

Q. What does a survivor of the . vessel, sunk by the enemy wear?

A. A bronze star on the Atlantic Area campaign ribbon.

Q. In view of the fact that numerals are not being worn on campaign ribbons anymore to denote special duties such as sub-patrol, escort duty, etc., will you please tell me if there is any insignia being worn on the ribbons in lieu of the numerals?

A. In lieu of numerals, stars are authorized periodically, for operations and engagements and are designated and released by the Navy Department in Navy General Orders or Coast Guard Bulletins.

Q. Kindly advise where I may obtain World War I Victory Medal?

A. By applying to the service to which you were attached, giving your full name, rating at time of discharge, serial number and place of discharge.

To K. W., MoMM3c. It is anticipated that your case will be acted upon in the very near future.

Q. I am in the Regular Coast Guard and my conduct for my first two years has been 4.0. During the last year I have recieved several "Captains Mast" for miscellaneous petty offenses and as a result have received restrictions of various lengths, none exceeding 30 days. I have received no courts of any type. My quarterly conduct mark of two months ago was lowered to 3.8, thus making me ineligible for the Good Conduct Medal. My question is—Can a quarterly mark be lowered due to a petty offense and a Captain's Mast?

A. Your question is fully covered by Paragraph 8, Personnel Bulletin 86-44, which states, in part, "A warning at Commanding Officer's Mast is an offense and precludes the assignment of 4.0 in conduct."

Q. Is it necessary for retired enlisted personnel of the Coast Guard to have permission from Coast Guard Headquarters to visit (a) Mexico, (b) other countries after termination of the war?

A. This will depend entirely upon existing agreement between the countries concerned at the time.

Q. Gold sleeve bars for Army personnel serving overseas six months have been authorized by the War Dept., according to an article in a New York newspaper. Is the Coast Guard entitled to wear these bars, and if not, why not?

A. Not authorized by the Navy at this writing.

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*Name*_____

*Rank and Serial Number*_____

*Address*_____

Q. How can a U. S. Serviceman obtain information about or contact a relative who is a civilian PW in Hong Kong, China?

A. Not possible at this time. The Japanese Government will not cooperate in this regard.

Q. Will the Good Conduct Medal be awarded to reserves upon completion of three years of good conduct or just how is this to be awarded to reserves?

A. Refer to Personnel Bulletin No. 86-44.

Q. Can defective eyesight limit the service of an enlisted man?

A. Twenty-forty one eye, twenty-seventy other eye, corrected to twenty-thirty both eyes, is passable for general service.

Q. In the June issue of the COAST GUARD MAGAZINE you state that the Coast Guard does not have a "CB" outfit for overseas duty. Would you not consider the Coast Guard Construction Detachments very similar to "CB" outfits?

A. Yes, they are similar but not the same.

Q. Why does not Headquarters publish indexes for effective Personnel Bulletins and Finance and Supply Circulars?

A. Personnel Bulletin 1-44 is indexed and Personnel Bulletin 1-45 will also be indexed. An index to Finance Circulars was issued to the Service on 30 June, 1944.

Q. There are still many men on shore duty—so called indispensables—who have been in the Service from 3 to 6 years. In view of this condition, why has not Headquarters adopted a system whereby a man who has been serving ashore for two years or more consecutively will be transferred to sea?

A. This column has always refrained from answering questions of this type. This type of question is controversial and does not belong in the COAST GUARD MAGAZINE.

Q. Will quartermasters, gunner's mates, and other ratings desperately needed at sea be able to transfer to shore duty upon completion of 18 months or more of sea duty?

A. It is believed that wherever possible and under favorable conditions, the Service will endeavor to transfer men to shore duty on completion of a long period at sea, particularly if the individual requests such shore duty. However, it is not thought that mass transfers will ever be made from ship to shore, it being understood that there are many more thousands of men afloat than there are ashore.

Q. If a man was at sea 12 months, then ashore for only three weeks awaiting a new ship, then at sea again for 12 months (total 24 out of 25 months at sea), would he be entitled to shore duty upon request, under Personnel Bulletin No. 100-43?

A. No. Not under Personnel Bulletin 100-43. However, a request for shore duty would be considered in the light of service conditions.

(Please turn to Page 52)

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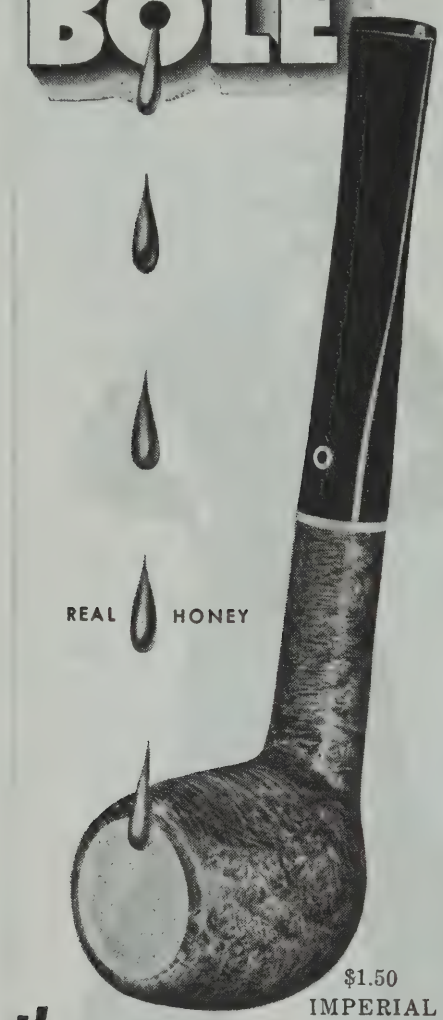

the honey-cured smoke

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YELLO-BOLE....A NAME TO REMEMBER, WHEREVER YOU ARE and WHEN YOU COME HOME

Q. When a man is given shore duty after being 18 months or more at sea, how long is he entitled to remain ashore before again being sent out to sea?

A. No specific period.

Q. Is a Coast Guardsman who has successfully completed a course in the U. S. Armed Forces Institute, Madison, Wis., entitled to have an appropriate entry made in his service record noting the course completed by him, even though the course may not have been a course related to his rating?

A. Yes, USAFI sends the necessary information to the Commanding Officer or Educational Officer with a request that it be entered in the service record.

Q. Is it a well-known fact that a number of Coast Guard Institute rating courses are out-of-date? Why is this? Why are Coast Guard personnel required to study out-of-date courses, in many instances, in order to qualify for a petty officer rating?

A. For the past nine months the Coast Guard Institute has been revising its courses, taking first those which had the greatest need of revision. Courses which are seriously out-of-date are being withdrawn from circulation until they can be replaced with new ones. In those cases Personnel Bulletin 76-44 provides for rating the man without the course.

Q. I am in the regular Coast Guard and desire to know if I can qualify for the post-war plan for men allowed to complete college education?

A. It is suggested that you contact your educational officer in connection with courses offered by the United States Armed Forces Institute pending release of more definite information on this subject. Or, a catalogue may be obtained by writing the Commandant, U. S. Armed Forces Institute, Madison 3, Wis.

To J. A. H., S1c. Headquarters has no record of recommendation made in your case. Neither is there a record of loss of personnel effects in the incident noted in your letter. Suggest you address a letter through your immediate superior to the DCGO, 6th N.D., relative to these questions.

Q. A few months ago I heard that Coast Guard pharmacist's mates were being accepted for duty with the Fleet Marine Forces abroad. Has there or will there be a Bulletin issued on this subject?

A. No, this is not true, and it is not expected that any bulletins will be issued on the subject.

Q. The Navy has a school of military occupation at Columbia University. Am I eligible for this training?

A. No, Coast Guard personnel are not being assigned to this training.

Q. I am a Specialist 2c(M) and would like to know if it is possible to change and do censorship work only and if so, what are the qualifications and what rate would I receive?

SAILOR!

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MEDICATED SKIN CREAM

A. Personnel holding Specialist (M) ratings are assigned only to strictly postal duties. As to the possibility of changing to some other rating to perform censorship or news reporter work, suggest you contact the Intelligence Officer of your district for censorship work or the Public Relations Officer for news reporting work.

Q. Could you furnish any information relative to the Bill introduced in the House during the latter part of 1943, pertaining to reimbursement of one (1) day's pay for accrued leave not taken by servicemen?

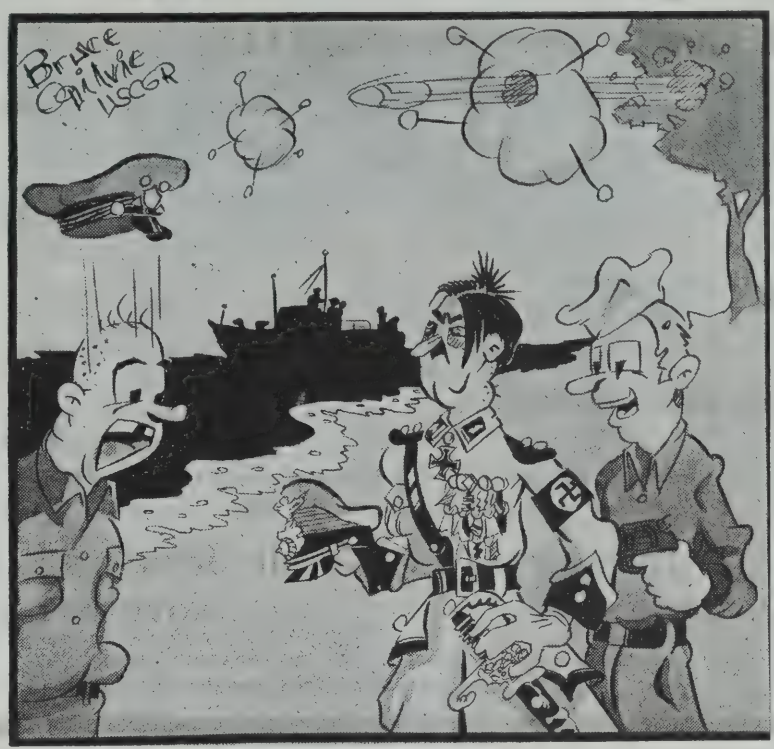
A. Evidently you refer to the following Bill on which no action has yet been taken by the Committee on Military Affairs of the House of Representatives, before which it is now pending:

"HR-3360. Introduced by Mr. Dewey in the House of Representatives on September 30, 1943.

"A Bill to extend to members of the armed forces certain privileges with respect to accumulated leave.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purposes of this Act, each member of the military forces of the United States and each member of the naval forces of the United States shall, for the period beginning with the beginning of his active service in such forces, or September 16, 1940, whichever is the later, and ending on the date one year after the termination of hostilities in the present war, as proclaimed by the President, or the date of his discharge, or release from active duty, whichever such date is the earlier, be considered as being entitled to annual leave at the rate of two and one-half days for each calendar month of such period. Such leave, less that actually received

SHARKY SMITH - - - - - by Ogilvie



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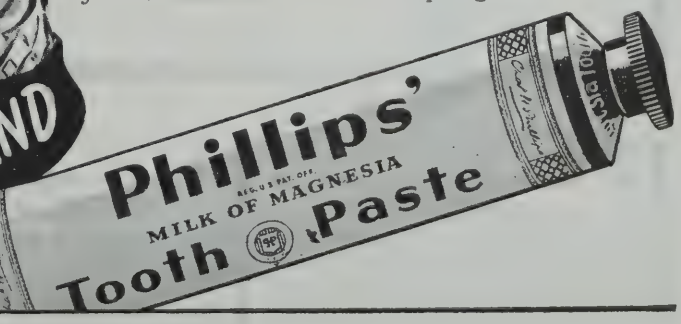

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and used, may be accumulated and such member shall be entitled, at the end of such period, to receive in a lump sum pay and allowances covering such accumulated leave. Such pay and allowances shall be computed at the rate of pay and allowances which such member was receiving at the end of such period."

Q. What action has been taken by Congress on the Bill to count civilian service in the former Lighthouse Service for the purpose of computing longevity military pay?

A. No action has been taken by Congress on this Bill and furthermore, the proposal does not have the approval of the Navy Department.

Q. How long does a fellow have to remain first class before he has a chance to go up for chief?

A. Two years Coast Guard service, the last six months of which must be as petty officer, first class.

Q. How can I contact the producer or anyone connected with "Tars and Spars"?

A. Address Lieutenant Elmer Cook, Commanding Officer, "Tars and Spars," c-o Public Relations, U. S. Coast Guard Headquarters, Washington 25, D. C.

Q. If a Coast Guardsman is given a medical discharge for stomach ulcers and while in civilian life he takes treatment to correct the condition, could he then be reenlisted in the Coast Guard?

A. It is not the policy to accept for reenlistment personnel who have been surveyed out medically.

Q. I enlisted in the Coast Guard in August, 1940, for a period of three years. At the time we were told that after six years service we could ship over on a white ticket. When my three years was completed in 1943, I was told that existing regulations required that I re-enlist for four years, if I did not extend my enlistment. Do I have to go the total of seven years before being entitled to a white ticket or is there some provision whereby I could be eligible for the benefits of a white ticket after six years service?

A. After six years, request discharge for purpose of re-enlistment in the regular establishment.

Q. When National Service Life Insurance is converted to a 20, 30, or life payment policy, is the total amount of the policy payable to the beneficiary on death to the insured or are payments made on the installment plan as for the five-year premium plan?

A. If beneficiary is under thirty years of age in 240 equal monthly installments or for 20 years after death of insured. If beneficiary is 30 years or more, in equal installments for 120 months certain with installment payments continuing during remainder of beneficiary's lifetime. National Service Life Insurance is always paid in monthly installments. These payments are the same whether Term Insurance or converted to Ordinary Life, 20-Pay Life, 30-Pay Life.

HY *Next to the Navy* Y

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OFFICERS BLUE HATS (Chin strap, complete with devices, plus an extra white cover)	13.45
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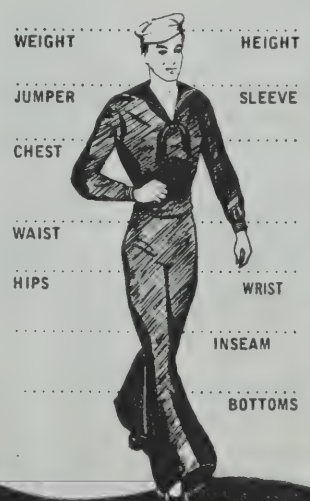

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SPORT in the News!

LEW JENKINS — HE LOVES A FIGHT

By ENSIGN R. A. HUTTEMEYER

HERE'S THE STORY of a little guy from Texas who never stopped fighting after he lost his title. In fact, if anything, his fighting days just started the day he said so long to the ring and put on the blue of Uncle Sam's Coast Guard. His name—Lew Jenkins; civilian occupation—ex-lightweight champ of the world.

I first bumped into Lew off the beach of Normandy about a week after the invasion had started. We were both in the same outfit, the small boat division of the Amphibious Forces, U. S. Navy, and my occasion for meeting him was a fouled-up propeller. The waters were filled with floating debris that first week and it was quite easy to get lines, cables and other indigestibles caught in the propellers of our 36-foot landing craft.

We sat on the beach after repairing the damage and waited for the rising tide to float the boat. As luck would have it, the tide didn't come in until nearly midnight but the mosquitoes came out real early. It was while waiting for that tide to rise that I got Lew to tell me about some of his experiences.

VETERAN OF MANY INVASIONS

The first question that popped into my mind was: "Why are you here, instead of teaching boxing back in Norfolk or some other spot?" Lew had the answer to that one all ready. "Hell, it doesn't take much nerve to wear bright buttons back in the States. When I get back I want to be able to talk with the boys who've seen action."

Then I discovered that Lew had been through three invasions before the channel crossing. He was at Sicily, Salerno, and had even gone down to India. At Salerno he had the dangerous job of staying around with the salvage officer after the first assault waves hit the beach. The Jerries really let loose with everything they had on that invasion, peppering the beach with 88's and small arms fire. When daybreak came the boys found the water filled with floating mines, and you can take it from one who knows that mines are nothing to fool with, especially in a cockleshell landing boat.

Lew always had quite a time deciding what branch of the Service he'd like to serve in. On one ship he was striking for shipfitter until he got into his first air raid. "The noise of those bombs landing on the water was so loud that I thought they'd hit our ship so I hauled tail up on deck where I could get a look at the show. No, sir, none of those below-deck jobs for this lad." Lew is now a coxswain in charge of a small-boat crew.

THAT MIAMI MANSION

As the tide started to slowly lap inshore we talked about the old days back in the States. Lew told me about the big house he bought in Miami one week-end just because he couldn't get a hotel room. "Would you believe it," he said, "one season I let a friend have the place for nothing and darned if the son of a gun didn't send me a bill for the electricity!"

Lew also doted on the cars he used to own, his trips to Pompton Lakes, and the night he took the title from Lou Ambers. "Made lots of money those days. I figure it was close to $50 a second."

"Done any fighting since you left the States?" I asked. "Yeah, I put on the gloves a few times in London. One night there were a bunch of the boys at the ringside and they had me autograph pound notes for them."

The funniest story is the one about the time Lew met the late Admiral Moon over in England. The admiral, a great boxing fan, spied Lew sitting at a table and came over to chat with him. "Gee," said Lew, "I thought he wanted to bawl me out for something so I got up and saluted like mad. He just asked me what ship I was on and I told him I wasn't on a ship but an LST (landing ship-tanks). He said he'd be sure to keep an eye on my ship but I haven't seen him yet."

Along about this time there was an air-raid and we sat there watching the ack ack go up in the distance. We were getting dived-bombed by the mosquitoes and the thought of something bigger giving us the works didn't appeal to Lew. "Those guys are getting pretty close. Don't you think we'd better get going?" I was too interested listening so we waited until the tide was good and high.

LEW'S POST-WAR PLANS

"What are you going to do after the war, Lew. Take another shot at the title or go into some other line?" Lew didn't rightly know but suddenly his face lit up and he said. "Know what? I think I'll go in the towing business after the war. Gee, a good tug boat ought to pay around New York and I'll be able to go over to Jacob's Beach and shoot the breeze with the boys. Yep, think I'll get me a tugboat.

"Say, I ought to drop Dan Parker, Frankie Graham, Burris Jenkins, and some of those old pals of mine a line sometime. Wonder how they're getting along these days? By the way, I've got a couple of letters here I'd like for you to censor when you've got time."

LEW JENKINS, *former world's lightweight champion, grabs a hasty bite of chow during the invasion of France. Jenkins, a rough-and-tumble fighter in the ring, has been in the thick of the fighting for more than a year.*

I took them and almost fell over when I read the addresses. One was to Dorothy Killgallen, the writer; another to Betty Hutton, the singer; and the third was to none other than Dorothy Lamour.

"Boy, Lew, you're really writing some pretty nice gals there, aren't you?"

"Shucks," said the Texan, "just doin' my little bit to help the girls' morale. I'll have to send them one of my autographed pictures next time I get a chance. As I was sayin' before, I'd like to write some of those columnist friends of mine and tell them what I'm doing over here. I'd like to tell them about living in a 36-foot open assault boat, day after day. Maybe they'd give the boys a writeup. Boy, fighting will sure be a snap after this racket, won't it?"

The tide came in, the boat started floating, and slowly we headed back out to sea, shooting the breeze about the old gang at Lindy's. Overhead the sky glowed with ack ack and flares but Lew wasn't listening. He was back in New York, eating plank steaks and doing 75 miles an hour in a convertible.

BROOKLYN BASEBALL

Front row: Sipos, Marcano, Denham, Frazier, Kotoski. Second row: Harmon, and Collins. Third row: Larson, Powell, Cleaves, Durant, Sellers, Webb, and Gaines.

NEWLY ORGANIZED this spring, the Coast Guard Supply Depot baseball team is composed of men from the Coast Guard Supply Depot, Brooklyn, the Coast Guard Clothing Depot, 61 Hudson St., and the Jersey City Annex. The team is under the management of Pay Clerk Leonard T. Moore and is coached by William Sellars, Civil Service worker at the Coast Guard Supply Depot.

Whip Local Rivals In Opener

On May 9th the season was opened in the contest between the Supply Depot and the Coast Guard Transportation team of 99 Empire Boulevard, and the Supply Depot nine emerged the winner by a 6-1 score. Webb let the losers down with three scattered hits, while Fluegel led the winners with three hits in four times at bat.

On May 19th the Supply Depot team travelled to Rahway to engage the Rahway Barracks Coast Guard nine and went down to an 11-2 defeat. Vinchinorrd, Rahway hurler, pitched a four-hit game, while his mates nicked Shultes for twelve safe blows and were aided by loose play in the losers' infield.

On June 2 the Supply Depot team defeated the St. George Base team by a 9-8 score. Trailing 8-5 going into the last of the 7th inning, the C.G. Supply nine rallied to score four runs and win the game. Kotoski broke up the affair by dumping an infield hit in front of Miller, the St. George shortstop, and two runners scored on a wild throw to first base.

On June 6 the Brooklyn Barracks team defeated the Supply Depot by a 6-3 score at the winner's field, foot of Columbia St., Brooklyn. Lynch, Brooklyn Barracks' twirler, limited the losers to three scattered hits, while his mates bunched their five hits off Shultes to score three runs each in the fourth and fifth innings.

Ellis Island Powerhouse

By scoring heavily in the first two innings, the Ellis Island Training Station nine blanked the Supply Depot team 9-0, in a game played at the Parade Grounds, Brooklyn, on June 9th. Block provided the fireworks for the visitors in the first inning by hitting a home run with De Grace on base.

In the sixth league game played to date, the Supply Depot squad went down to a 13-5 defeat at the hands of the Manhattan Coast Guard Barracks on June 14th. The winners scored freely throughout the game, while the Supply Depot nine managed to put on a rally to score one run in the last of the sixth inning and added four more in the last of the 7th inning.

Three non-league games have been played to date with the Bethlehem Steel 27th St. Yard nine of Brooklyn. The Bethlehem nine won the first two contests by scores of 3-0 and 8-2. On July 11th the Supply Depot team managed to secure some revenge by defeating the Yard team by a 4-3 score. In this contest, the Supply Depot team came from behind to push three tallies across in the last of the seventh and win the contest. Harmon, Coast Guard pitcher, hit safely into center field to score two men and another advanced home in a wild pitch to win the game.

"Theodore, let's celebrate! You got rid of your '5 o'clock Shadow'!"
"Sure . . . here's looking at you."

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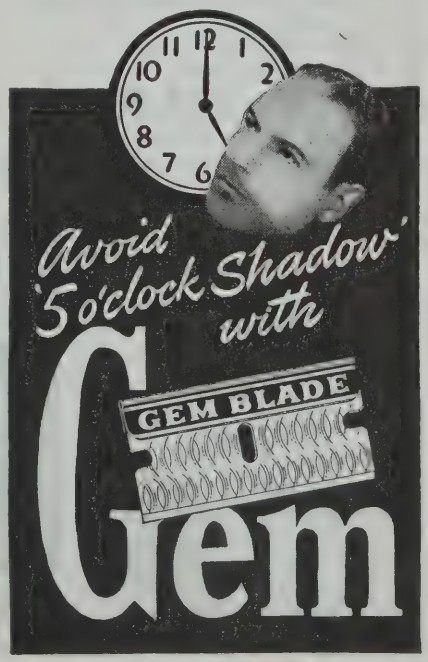

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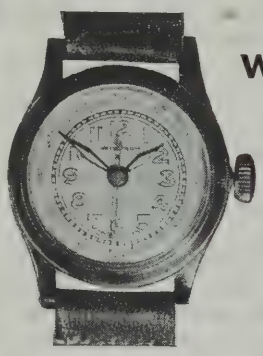

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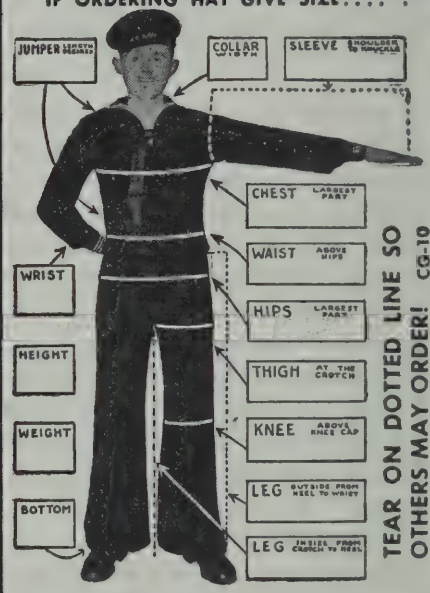

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COMMENDATIONS

FARROL D. HOLLOMAN, Coxswain

"For outstanding courage while attached to a U. S. transport in rescuing a man from drowning in St. Georges Channel, Irish Channel, on March 22, 1944. Observing a shipmate struggling in open seas against a heavy ground swell running, Holloman immediately manned an LCVP and with several other comrades proceeded to the rescue. When efforts to reach the drowning man with a rope failed, he unhesitatingly dived overboard and, despite extremely difficult conditions, assisted in securing a line to the victim and hauling him safe into the boat. Holloman's daring initiative and gallant conduct in the face of grave peril undoubtedly saved the life of a man who otherwise would have perished and were in keeping with the highest traditions of the United States Naval Service."

WILLIAM E. R. PAIRAN, Sea1c

"For heroic conduct in attempting the rescue of an unconscious man from the waters of New York harbor on 22 March, 1944. Pairan, standing on the deck of the CGB-48 and observing an accident aboard a passing tug boat which resulted in a seriously injured man being cast into the water, displayed extraordinary initiative in responding to the emergency by immediately going over the side. Without regard for his personal safety and with full knowledge of the danger of being crushed between his ship and the moving tug boat, Pairan swam to the stricken man, removed him from the path of the tug, and supported him in the water until a ring buoy was dropped and they were both pulled from the river. Although his efforts were unsuccessful in saving the man's life, Pairan's conspicuous gallantry was in keeping with the finest traditions of the Coast Guard and the United States Naval Service."

HOMER A. SANDERS, BM2c

"For gallant and fearless conduct while attached to the Coast Guard Captain of the Port Unit on the occasion of a fire in a private residence at Cordova, Alaska, on January 22, 1944, Arriving at the scene while the fire was rapidly gaining headway, Sanders learned that a four-year-old boy was trapped within the blazing structure and, promptly donning a smoke mask and helmet, entered the building in an attempt to rescue the child. Undaunted by the extremely dangerous conditions, he persisted in his heroic search for the victim until he was completely overcome by dense smoke and fumes. His conspicuous for titude and unselfish efforts in behalf of another at grave risk to his own life were in keeping with the highest traditions of the United States Naval Service."

KARL WEIGAND, MoMM3c

"For outstanding courage while attached to a U. S. transport in rescuing a man from drowning in St. Georges Channel, Irish Channel, on March 22, 1944. Observing a shipmate struggling in open seas against a heavy ground swell running, Weigand immediately manned an LCVP and with several other comrades proceeded to the rescue. When efforts to reach the man with a rope failed, he unhesitatingly dived overboard and, despite extremely difficult conditions, assisted in securing a line to the victim and hauling him safe into the boat. Weigand's daring initiative and gallant conduct in the face of grave peril undoubtedly saved the life of a man who otherwise would have perished and were in keeping with the highest traditions of the United States Naval Service."

WILLIAM ARTHUR HUUS, CBM

"For efficient and heroic conduct as Officer-in-Charge of the CGR-1904 during the rescue of survivors from the *USS Turner* when that vessel exploded and burned off Rockaway Beach, New York, on January 3, 1944. Underway approximately two miles off when the first explosion occurred, Huus promptly ordered full speed

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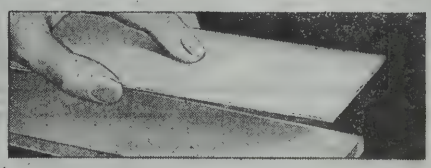

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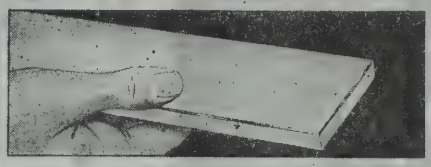

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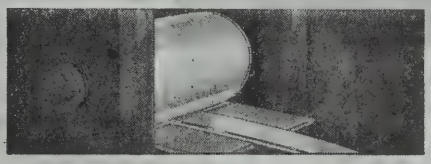

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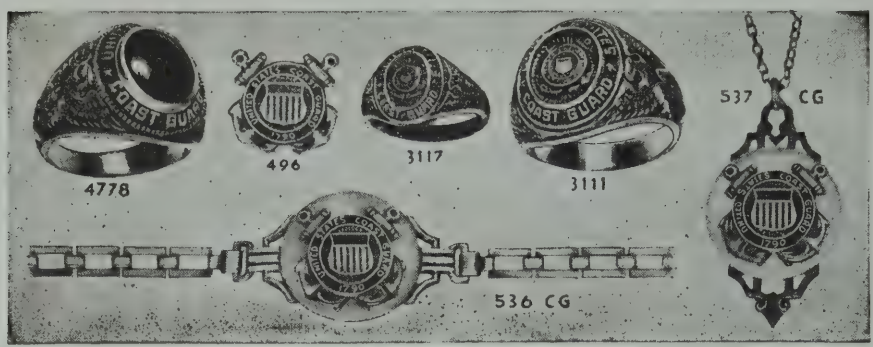

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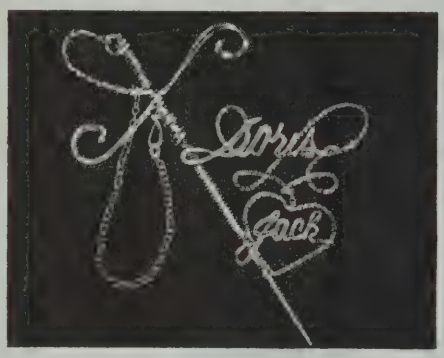

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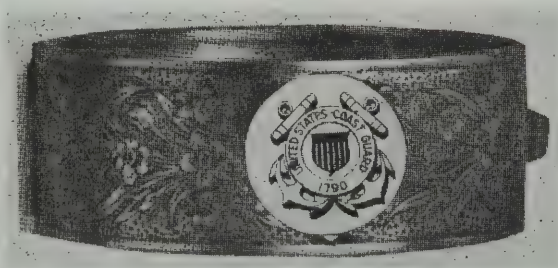

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ahead and upon reaching the stricken vessel, tied his ship to the port quarter where he began rescue operations. Maintaining this hazardous position in spite of ammunition explosions aboard the *Turner*, he rendered courageous service in the rescue and evacuation of many survivors. His fortitude and gallant devotion to duty in a grave emergency were in keeping with the highest traditions of the United States Naval Service."

ROBERT EDMUND CAPPS, Seaic

"For cool and courageous conduct while attached to the USCG Station S-23, Carlsbad, California, in rescuing a Navy nurse from a wrecked and burning car on December 23, 1943. During a regular post call on U. S. Highway 101, Capps saw an automobile swerve from the east to west side of a bridge, roll over and burst into flames. Hearing the cries of a woman, he rushed to the side of the car, pulled the door open and extricated the injured and seriously burned occupant and, after sending her and a companion to the hospital, assisted in righting the wrecked and still burning car in a desperate attempt to save two other persons. Capps' quick thinking and bravery in the face of danger were in keeping with the highest traditions of the United States Naval Service."

R. E. WHITEHEAD, Seaic

"For conspicuous gallantry in assisting in the rescue from death by drowning of John W. Truitt, Boatswain's Mate second class, United States Coast Guard Reserve, on 30 October, 1942, at Portsmouth, Virginia. When an explosion rocked the CGR-5156, forcing Truitt to jump overboard to escape the fires which were started, Whitehead unhesitatingly went to his aid from a nearby pier, knowing that further explosions were possible which might cost him his own life. Swmiming to the badly burned and helpless victim, he succeeded with the aid of a comrade in bringing him to the dock where a line was secured and he was eventually raised to safety. Whitehead's courageous disregard of his own peril in this emergency was in keeping with the finest traditions of the United States Naval Service."

A copy of this citation has been made a part of Whitehead's official record and he is hereby authorized to wear the Commendation Ribbon.

WINSTON T. COBURN, SM3c

"For meritorious performance of duty as operator of the sound equipment of a U. S. DE during rescue operations of survivors of a destroyer escort during the night of 9 March, 1944.

"When a companion destroyer escort was attacked and sunk by an enemy submarine, the DE proceeded to the area of the attack to rescue survivors. The known presence of at least one enemy submarine made the slow speeds of an effective rescue operation extremely hazardous and placed complete dependence of the ship's safety on the efficiency of lookouts and detection devices. At one point, while the DE was almost dead in the water, Winston T. Coburn, maintaining an extremely vigilant and alert watch on the sound equipment, detected the approach of enemy torpedoes. By prompt notification of the danger he enabled his Commanding Officer to temporarily cease rescue operations and to increase speed and maneuver in sufficient time to avoid the torpedoes.

"The alert and vigilant performance of duty of Winston T. Coburn under extremely dangerous conditions probably resulted in saving an important unit of the United States Atlantic Fleet from being torpedoed."

A copy of this citation is to be made a part of Winston T. Coburn's official record and he is hereby authorized to wear the Commendation Ribbon.

LIEUT.-COMDR. SIDNEY M. HAY

"For meritorious performance of duty as Commanding Officer of a U. S. DE while engaged in offensive operations against an enemy submarine.

"Lieutenant Commander Sidney M. Hay immediately proceeded from his assigned screening station to the scene of the attack. A companion destroyer escort detected the enemy submarine and forced it to the surface with a depth charge attack. As the U-boat came to the surface Lieutenant Commander Hay immediately took it under highly effective and accurate gunfire and commenced an approach with the intent to ram. Seeing another escort vessel more favorably situated to ram, Lieutenant Commander Hay sheered off the ramming course and passed close aboard the enemy on whom he inflicted further damage by firing from his side throwers a well placed pattern of depth charges which exploded close to the submarine.

"The aggressiveness and judgment displayed by Lieutenant Commander Hay while participating in a series of attacks that resulted in the destruction of an enemy submarine reflect great credit upon the United States Naval Service."

A copy of this citation is to be made part of Lieutenant Commander Hay's official record and he is authorized to wear the Commendation Ribbon.

NELSON W. ALLEN, SM2c

"For meritorious performance of duty as operator of the sound equipment of a U. S. DE during rescue operations of survivors of a destroyer escort during the night of 9 March, 1944.

"When a companion destroyer escort was attacked and sunk by an enemy submarine, the DE proceeded to the area of the attack to rescue survivors. The known presence of at least one enemy submarine made the slow speeds of an effective rescue operation extremely hazardous and placed complete dependence of the ship's safety on the efficiency of lookouts and detection devices. At one point, while the DE was almost dead in the water, Nelson W. Allen, maintaining an extremely vigilant and alert watch on the sound equipment, detected the approach of enemy torpedoes. By prompt notification of the danger he enabled his Commanding Officer to temporarily cease rescue operations and to increase speed and maneuver in sufficient time to avoid the torpedoes.

"The alert and vigilant performance of duty of Nelson W. Allen under extremely dangerous conditions probably resulted in saving an important unit of the United States Atlantic Fleet from being torpedoed."

A copy of this citation is to be made part of Nelson W. Allen's official record and he is hereby authorized to wear the Commendation Ribbon.

CLYDE PATRICK, Seaic

"For conspicuous gallantry in assisting in the rescue from death by drowning of John W. Truitt, Boatswain's Mate, second class, United States Coast Guard Reserve, on 30 October, 1942, at Portsmouth, Virginia. When an explosion rocked the CGR-5156, forcing Truitt to jump overboard to escape the fires, which were started, Patrick unhesitatingly went to his aid from a nearby pier, knowing that further explosions were possible which might cost him his own life. Swimming to the badly burned and helpless victim he succeeded with the aid of a comrade in bring him to the dock where a line was secured and he was eventually raised to safety. Patrick's courageous disregard of his own peril in this emergency was in keeping with the finest traditions of the United States Naval Service."

A copy of this citation has been made a part of Patrick's official record and he is hereby authorized to wear the Commendation Ribbon.

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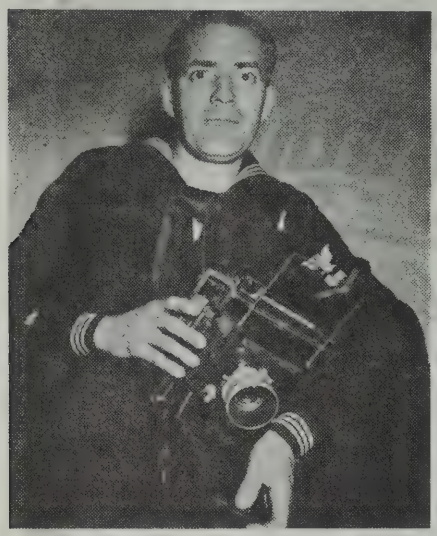
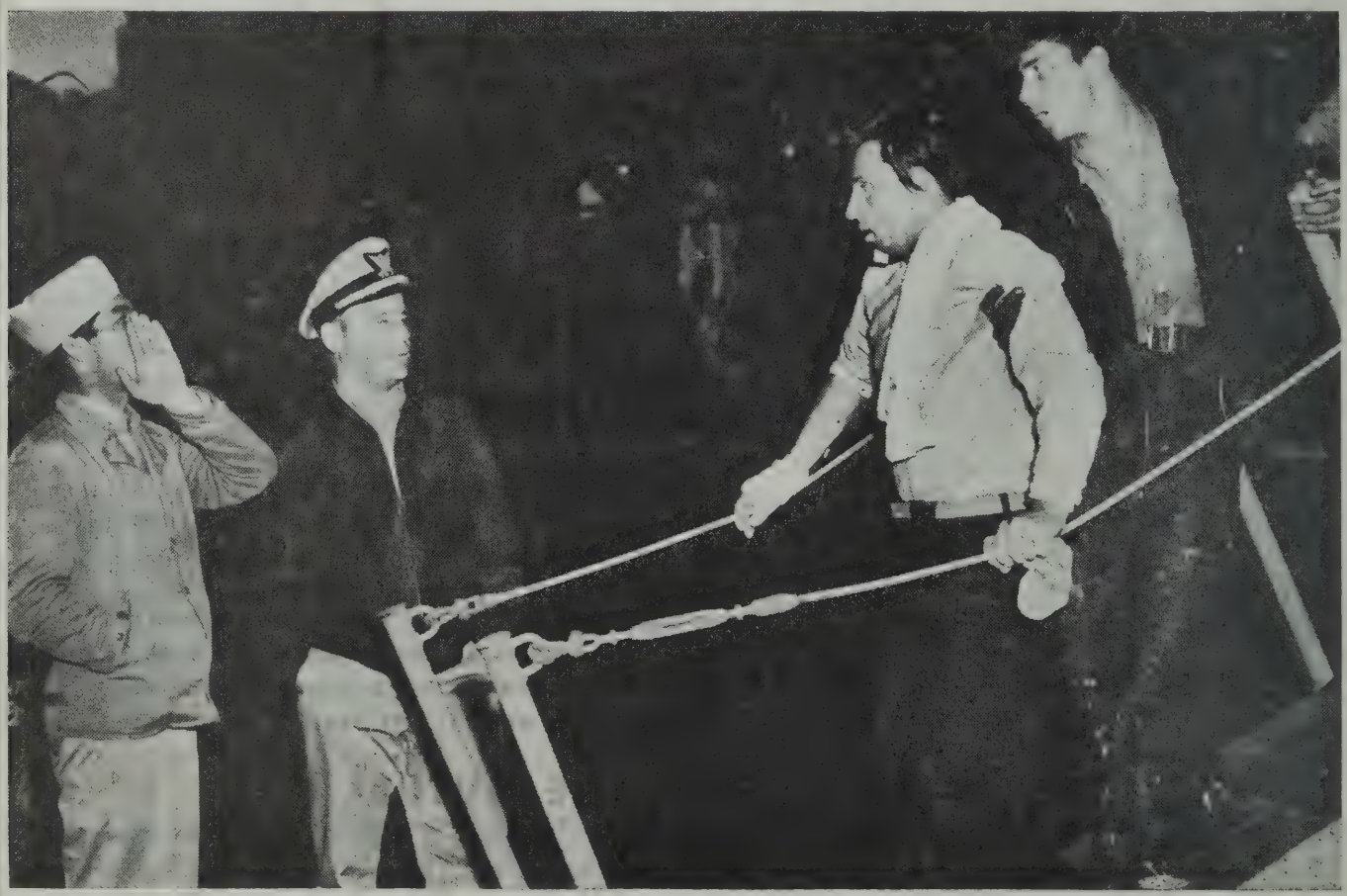
NAZI SEAMEN *pour out of the conning tower of a U-boat that has been blasted by Coast Guard and Navy destroyer escorts. Twelve of the Nazis were rescued and became prisoners of war.*



COMBAT PHOTOGRAPHER *S. Scott Wigle made the first photo of the D-Day invasion at Normandy. The picture hit the front pages of newspapers from coast to coast. Wigle's camera was knocked down for $8,500,000 in War Bonds in a Coast-to-Coast radio auction.*

THIS DRAMATIC PHOTO *shows two U. S. Marines toppling to the sands an instant after being hit by Jap snipers at Saipan. This striking picture was made by a Coast Guard Combat Photographer who had gone in with the invading party.*



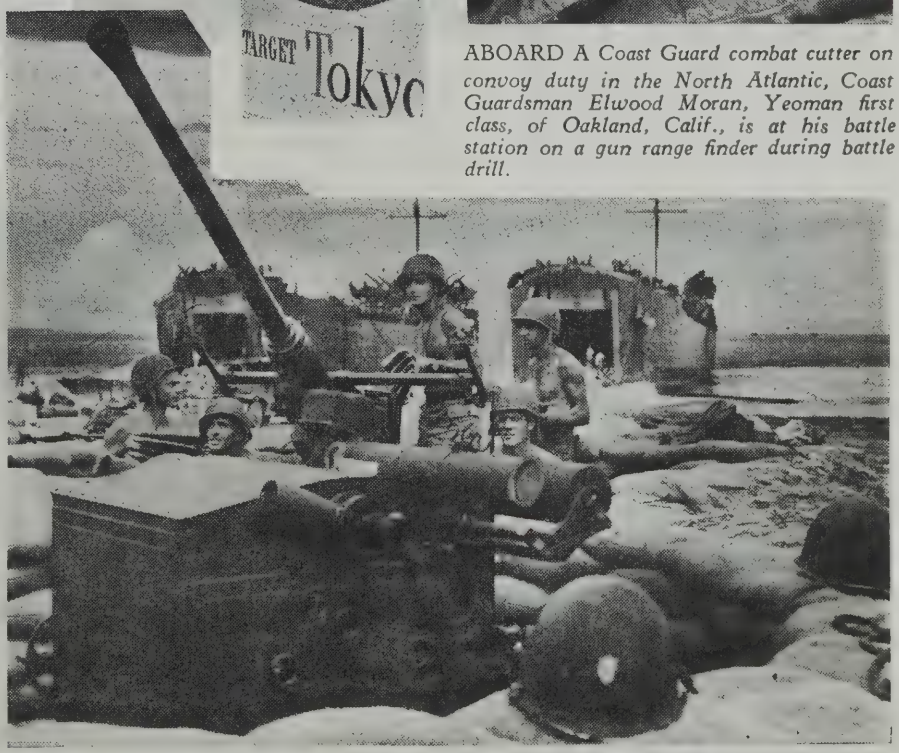
A GERMAN BOMBER PILOT *is taken down the gangway of a destroyer escort at an overseas port after his plane had been shot from the sky. At the foot of the gangway are the commanding officers of two Coast Guard DE's, Commander Russell Roberts (left) and Lieutenant Commander Frank McCabe.*

THIS JAPANESE *landing barge was caught in the fury of powerful American gunfire. Sprawling grotesquely in death at the feet of a U. S. Marine are three Japs who were crew members of the landing craft.*

REAR ADMIRAL JAMES PINE *(left), Superintendent of the Coast Guard Academy, New London, Conn., and Rear Admiral Jules James, Commandant of the Sixth Naval District, discuss an important Navy objective at Admiral James' offices at the Charleston Navy Yard. Admiral Pine and his staff at the Academy have graduated many officers who are now helping fight the way to Tokyo.*

ABOARD A *Coast Guard combat cutter on convoy duty in the North Atlantic, Coast Guardsman Elwood Moran, Yeoman first class, of Oakland, Calif., is at his battle station on a gun range finder during battle drill.*

FROM THEIR *Coast Guard-manned assault transport participating in the occupation of Los Negros Island in the Admiralty Group, Coast Guard Lieut. (j.g.) Irving Egan (left), of New London, Conn., and Coast Guardsman Morris A. Lucia, Photographer's mate second class, of New Orleans, La., visit a native village on the South Pacific tropical isle.*



FIVE COAST GUARDSMEN *stand on the alert beside their 20 MM anti-aircraft gun mounted in a sandbag foxhole in the sands of Biak Island. Jap raiders have been detected overhead and the Coast Guardsmen are ready to "give them the works."*

A COAST GUARDSMAN *and an Army medic interview a German warrant officer who was captured during the invasion of Southern France. The Coast Guardsman is Mortimer N. Judd, of New London, Conn.*

Lieutenant Peter Madison, a veteran enlisted man who achieved commissioned rank, has been on duty in combat zones constantly during the past 24 months. His return to home shores is eagerly awaited by his wife and children.

SPECIALIST JOHN BRIGHT, *of Public Relations Staff, New York, sends a free voice recording to his wife in Hollywood from the Gem Safety Razor booth at the "Fighting Coast Guard Exhibit" at Radio City, New York. Photo shows Bright, a Broadway playwright and Hollywood scenarist, talking into the microphone while Gem Blade Reporter Veronica Fredericks and Ensign Betty Taul look on.*

THE BEARD *worn by W. H. Mason, ARM1c, is a memento of aviation duty in the Far North. Mason is now stationed at Elizabeth City Air Station, N. C.*

TO PLEASE THE BOYS IN SERVICE. *Benay Venuta, singing star of stage, screen and radio, gives her autograph to these Coast Guardsmen at the Pepsi-Cola Times Square Service Men's Center in New York City, after entertaining them there. This Center, in the heart of Broadway, is one of three, donated and maintained by the soft drink company, to give free facilities to enlisted members of the Armed Forces on furlough.*

ALL SET -- Ready for a quick dip is NBC's Georgia Carroll who's heard on "College of Musical Knowledge." Have YOU taken your swimming lessons lately?

To: U. S. COAST GUARD MAGAZINE—

I like the idea of solving this year's Christmas Shopping Problem by purchasing Gift Subscriptions for friends and relatives.

Accordingly. I am enclosing $2.00 for a year's subscription (commencing with the December issue) to be mailed to:

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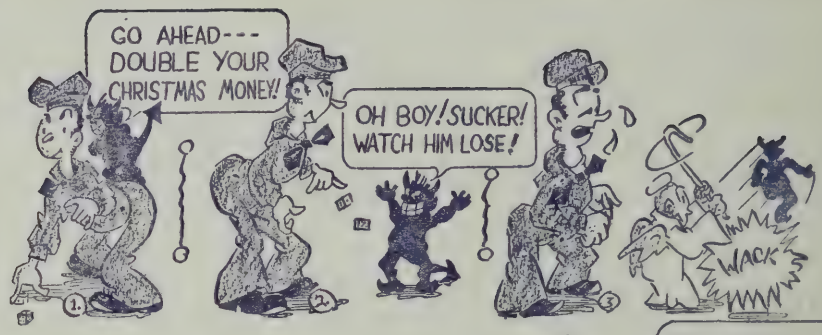
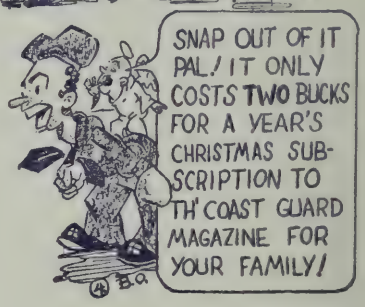


Y E S ! For the sum of $2.00 you can solve your Xmas shopping problem with a gift that will bring year-round pleasure to the friends and family at home.



What do you want to do with your Navy?

There she rides, the greatest Navy the world has ever seen, twice as powerful as any other fleet afloat . . .

. . . the largest massed aggregation of strength in all the long history of sea power, direct descendant of the supreme navies of the past: of the sword-nosed Greek ships that terrified the watchers on the towers of Troy . . . of the iron-rammed triremes of Tyre and Carthage and Rome . . . of the shield-girt boats of the Vikings . . . of the Venetian galleys full of chain-mailed Crusaders . . . of the British Navy with which Nelson crushed Napoleon's naval ambitions at Trafalgar.

OUR NAVY'S battles in this war have already become classics: the Battle of Midway may well be studied as long as men fight on and under and over the sea. And no one will really know until this war is over how much the Navy contributed to the successful breaching of "Fortress Europe"—or how brilliantly it is outfighting the Japanese octopus in the Pacific.

But when peace comes, when the guns are still . . . *what will become of our Navy then?* Will we maintain it in its present overwhelming power? Or will we decide to spend our money in other ways?

A modern Navy is perhaps the costliest possession known to man.

And yet its cost is only a fraction of the cost of war. So the question we must decide is whether a supreme Navy is really our cheapest and best form of nationwide life and property insurance.

We nearly all agree that, whatever the cost, if we are to play a hand in the world hereafter, we must lead from strength and not from weakness.

The problem is: how much strength?

Maybe it will be easier to decide on the Navy's place in our budget if we first think through the kind of Navy we need and how we mean to use it.

- **Do we need a "big battleship" Navy or is the carrier taking its place? Is the battleship really too expensive a way to carry gunpower?**
- **Is airpower developing so fast that the role of the Navy will become secondary? Should the Navy continue to have its separate air force?**
- **Will there be a revolutionary change in the next few years in motive power or gunpower? What do rockets, jet propulsion, perhaps even atomic power, have in store for future sea power?**
- **What territory are we trying to protect with the Navy? Or are we undertaking to help keep the peace the world around?**
- **What bases must we own or have access to for these purposes? Will we share them with the British . . . the Russians . . . all the United Nations?**
- **What will our possible opponents in any future war be doing with their Navies? Is it enough to keep ahead of the next largest or must we outbuild all of them put together?**
- **Shall we make it possible—and is it desirable—for a million and a half men to stay in the Navy? (That would be cutting present personnel in half.) Should older men retire faster and make more room at the top?**

Should we maintain the Marine Corps in proportion? The Coast Guard? And the Merchant fleet (which has already reached the record-breaking total of 3400 ships)?

In this country no President or Administration—however able—can carry out a strong, consistent naval policy without popular backing and popular understanding.

Are you contributing to that understanding—by developing an opinion of your own—by discussing these problems with other people? For instance:

Did you read Navy Secretary Forrestal's interesting article in the Saturday Evening Post for June 24, **"Will We Choose Naval Suicide Again?"**

Did you note the picture sequence in LIFE for May 8 headed **"Biggest Navy Has Revolutionized the World's Naval Strategy"?**

Did you ponder a bit over Admiral Ernest J. King's review of the Navy's part in the war so far, as summarized in TIME for May 1?

Do you own that old classic on sea fighting, **"The Influence of Sea Power on History,"** by Admiral A. T. Mahan (Little, Brown & Co., $4.50)?

An evening spent on this subject won't make you a naval expert. But it will help you *understand* what the naval experts are talking about, help make you a more intelligent citizen . . . something this nation needs now as never before.

TIME believes America's greatest need, now and in the coming years, is for the sovereign people to make up their minds and speak them out.

To do so, citizens must keep themselves *informed.* So, in advertisements like this, TIME is seeking to encourage wide thinking and reading not only of the newspapers and TIME, but also of books and periodicals that argue the cases and advance the causes that are in the news.

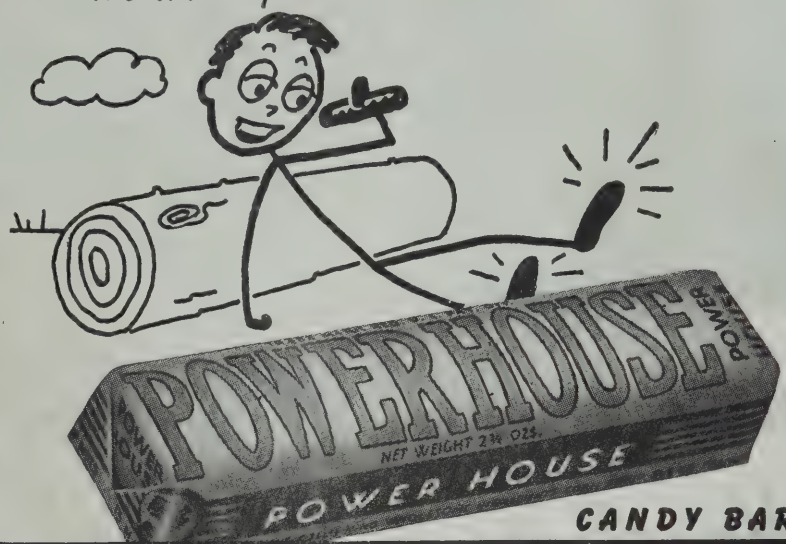
For TIME's own future is unalterably linked to a U.S. citizenry deeply concerned about public affairs—to a nation insistent upon seeking the truth and learning from recorded experience.

This is the sixth advertisement in a series TIME is publishing to get more Americans thinking about the problems we must face after the war is won. This attempt to focus the full voltage of America's mindpower on the problem of what to do with our Navy after victory is appearing in more than 50 newspapers and magazines all across the country.

The weekly NEWSMAGAZINE

9 ROCKEFELLER PLAZA, NEW YORK 20

Your dogs are sore from marching,
And you got yourself a blister?
Forget 'em both with **POWERHOUSE**
It's a nifty "lifter" mister!



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$2 One Year
THIS IS NOT A JOKE—
STEP ON IT

New York Notes

By JACK TILSON

SEVERAL TIMES in the past we've heard tell of folks back here in the States who, while sitting in their neighborhood cinema palaces watching the newsreels of war action, claimed they had seen photos of loved ones flashed on the silver screen. To our doubting mind, such claims were always attributed to wistful thinking on their part. But, just to prove how wrong we can be, the other day we learned of a case where the parents of a fighting Coast Guardsman actually recognized their son's face—and did something about it!

According to the information we received, the story went something like this, to wit:

Mr. and Mrs. Paul Framhein, of Staten Island, New York, were seated in their neighborhood movie house watching the film record of the Guam invasion. They peered closely as the landing boats ploughed through the heaving sea toward them. Then they spotted a familiar face—the face of their son, Bernard V. Framhein, S1c.

They excitedly told the theater manager about having seen their boy in the newsreel. He referred them to the Film Center in Manhattan.

IT WAS BERNIE!

There, the reel was produced and they received a private showing. Once again they recognized the Coast Guardsman who was peering so intently at the Guam shoreline. The projector was stopped and the frame was brought into larger focus. Without a doubt—it was their son!

Six inches of the film were clipped out of the reel and given the Framheins who immediately had enlargements made.

And, still without wasting any time, they sat down and wrote Bernie about it, enclosing one of the enlargements made from the movie film.

Young Bernie, he's only 19 years old, has been in our Semper Paratus outfit two years—and he's been overseas for almost 18 months of that time.

This lad, incidentally, has not only seen action in the Marshalls campaign, but also at Kwajalein and Eniwetok—a stellar service record anyone of Uncle Sam's fighting men would be proud to own!

* * * * *

WE SEE WHERE the men of the . . . . (censored) . . . . have chosen Spar Connie LoSchiavo, SK3c, as their favorite pin-up gal. Connie is as pretty as that picture they're always talking about——Seaman Frank Tedesco writes and tells us that his girl friend could be twice as pretty as Betty Grable, and she still wouldn't be half as pretty as she thinks she is! . . . . Joe McGovern, PhM2c, sends us greeting from the South Pacific. He really gets around—the last time we heard from him he was stationed in North Africa.

A VERBAL PAT on the back for those lads who produce that half-hour Coast Guard show every Sunday afternoon at one o'clock over station WNEW. That Ellis Island Band, which provides the music, really is tops. Incidentally, one of the many things that we like about this program is the fact that it isn't a wee bit bashful about saluting the other services. What we're trying to say is that this program doesn't try to give the impression that our organization is winning this current bloody global conflict all by itself—which, we think you'll agree, is the trouble with too many service programs!

* * * * *

IT'S A BOUNCING baby boy for Milton Yale, PhM1c, and his pretty wife Vivian——John Midgett, Lieut. (j.g.), is literally walking on air since his lads from the small boat fleet beat Chief John Murray's yeomen in that tug o'war. Half the district turned out to witness this contest!

* * * * *

SEAMAN CHARLIE HORAN quips: "The only trouble with my conscience is that it doesn't talk loud enough!"—— And Lieut. O. F. Killmon passes along this interesting bit of information, to wit: "The average American serviceman only keeps an average of 26 per cent of his earnings for his own use.

* * * * *

GENIAL JACK SCHULMAN, Y1c, passes along an interesting yarn which first appeared in *The Shoreline*, the Jersey City Barrack's chatty little newspaper. The title of the article was "You Must Go Out, But. . . ."

The story was built around a painting by Artist Ben Wolf, Cox, who is currently attached to the Jersey City Barracks and who was aboard the cutter *Northland* when the action, which is illustrated by the painting, took place.

The article out of *The Shoreline*, which, is edited by Julius Lewis, follows:

"Late in November, 1942, the *Northland* received word that an Army 'Flying Fortress' had crashed on the Greenland icecap, and all of the crew were injured. Some were suffering from gangrene.

"It would have required four or five days to reach the plane by traveling over the ice, but Lieut. John A. Pritchard, Jr., 29-year-old aviator of the 'Flying Duck' aboard the *Northland*, volunteered to fly and attempt to land on the ice with the wheels up. Commander Pollard, the skipper of the ship, was reluctant to give his consent, but finally agreed to the plan.

"Lieutenant Pritcharad and Aviation Radioman Ben Bottoms took off and landed on the icecap, being the first flyers ever to accomplish this feat. They returned with two of the more badly injured, then went back to pick up the remaining survivor, but were never heard from again. Later, searchers found their Grumman Amphibian from the air. It was wrecked against an upthrust of ice and rock.

"The story is vivid in the artist's mind, because Bottoms was wearing his (Ben Wolf's) shoe-packs, and said if he did not return, not to worry about it.

"The entire episode represents another heroic saga in the history of the Coast Guard, whose men accept this tradition as their motto: 'You Must Go Out But You Don't Have To Come Back'!"

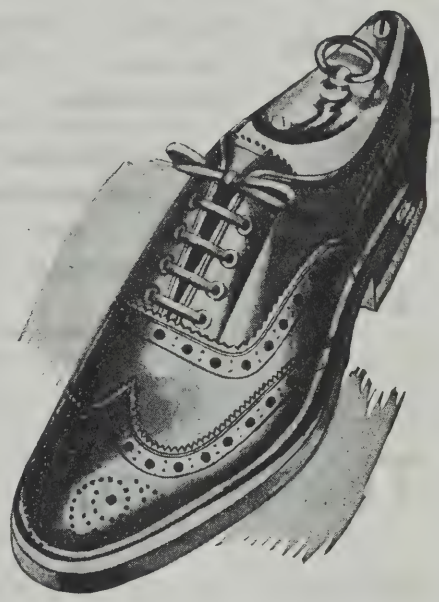
One leave-taking that won't be sad

WHEN YOU SAY,

"GOOD-BYE, G. I."

. . . AND STEP INTO

FLORSHEIM SHOES



Let no one discredit the loyal G. I. shoes . . . but when their job is over, their day will be done! You'll want to slip into a pair of new FLORSHEIM SHOES, the kind we're just dreaming up now—because we're too busy doing our share to help the war effort.

Most Styles $10.50 *and* $11

THE FLORSHEIM SHOE COMPANY • CHICAGO

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Coast Guard Souvenir Handkerchiefs

FOR A VERY GOOD CHRISTMAS REMEMBRANCE

Send 25c for one or $1.00 for a set of five crepe de chine Handkerchiefs with hand rolled border

Each handkerchief has your own Coast Guard Shield as well as an appropriate verse of 6 to 8 lines dedicated to Mother, Sweetheart, or Friend. (Specify which when ordering.)

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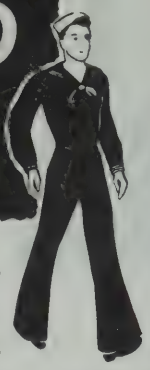

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Sanforized Whites (add 50c for rate and shield)		5.50
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Chief's Grey Chino Suits (includes rate and buttons)		16.50

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Coast Guard "Life Buoy" Picture Frame

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JERRY, THE KID

AT A COAST GUARD Amphibious Base on the English Coast—Tousle-haired Gerald W. Haddon, of 4150 W. Harrison St., Chicago, Ill., sat nervously twisting his white sailor hat in the operations office of this U. S. Coast Guard base of amphibious assault today and admitted that "fifteen is probably too early an age for fighting Germans."

"Jerry, The Kid," a veteran of 13 landings on the coast of Normandy, returned to England yesterday aboard the Coast Guard LST 27.

There is a tired look in his blue eyes and a slight slouch in his walk. The last 40 days have been trying for the tough amphibious assault veterans of the Coast Guard and Navy. Older hands than "The Kid" have cracked under the strain of night air attacks, the hell of D-Day on the beaches and the long weeks of running reinforcements relays back and forth across the Channel.

THAT TIRED FEELING

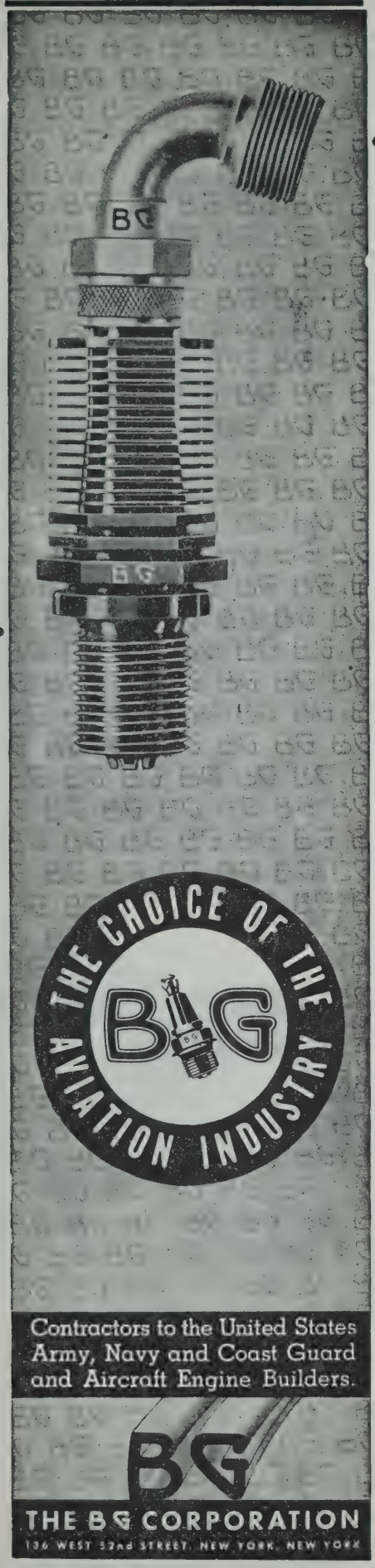
Yesterday "The Kid" didn't answer the call to morning muster. The ship's master-at-arms found him dead asleep in his bunk and "too tired to get up." Routine interrogation of young Haddon disclosed he had changed the birth date on his birth certificate from 1929 to 1926.

Coast Guard records show Haddon was enlisted in Chicago last September.

"I'm not sorry I've had this experience," Gerald told this reporter in a private interview. "I've learned an awful lot and the most important thing is that a fellow should get all the schooling he can before he gets ideas about setting out on his own."

"I suppose I'll be sent back to the States and discharged," he continued, "and if I am, I'm going to go back to high school and get a diploma. After that I'd kinda like to go on to college and learn to be a lawyer. Lawyers make darned good money in Chicago," he added with a grin.

Gerald saw action on the Normandy beachhead when Army vehicles landing from the mouth of his ship struck land mines



and started a gasoline fire which threatened the ship. Haddon and several shipmates manned a fire hose and stifled the blaze while under shellfire of German 88 mm guns and a hail of sniper fire from the hills overshadowing the beach.

"We had a narrow escape on our third trip to the beach," he related. "We had been anchored out during the night and when the time came for us to go in we were slow in getting up our anchor. Another LST pushed past us and hit a mine which split her in two. If that anchor hadn't fouled up, we'd have gotten it."

On return trips to the English coast Haddon's ship carried small groups of German casualties. Admitting a scanty knowledge of German acquired in three weeks of a high school course, he was assigned to work with the wounded prisoners.

"I got along very well with them," Gerald admitted, "and I found they could understand me pretty well. One old man told me he thought Germany was hopelessly beaten but the young men wouldn't admit it." (On further questioning Gerald estimated the "old man's" age to be "about 35.")

"We had one Nazi soldier who was only 14 years old," he pointed out as if he were defending his own status as a fighting man. "The old man told me there are lots of kids in the German army and they are all dyed-in-the-wool Nazis."

Haddon's shipmates gave him a sincere vote of confidence when he left his ship today and came ashore for complete investigation.

"The Kid will make out all right," remarked one salty old boatswain's mate, "if he can fool a bunch of old salts like us for six months, he ought to make a great lawyer."

—by Elwood R. Maunder.

THE MAIL BUOY

(Continued from Page 10)

IS OVERSEAS

The writer has a son, Ottie W. Grau, in the Coast Guard. He enlisted about May 1st, 1942, and has served all of the invasions of Italy and Sicily; now he is serving on the Normandy Coast of France.

At times his ship, the LST ----, did not receive any mail or packages for over thirty days due to maneuvering around from port to port. Then all of a sudden the ship would get 20 or more sacks at one time. Once, while Ottie was in Palermo, Sicily, he received 38 letters in the one mail, and again when he finally reached port in England, he again received about the same amount of letters. Ottie says England looks just like the good old U.S.A. and he and his chums received their first glass of real milk after 13 months in the Mediterranean war area. He and his ship have had many close calls, but Ottie is still uninjured. He and his buddies are happy over the change in scenery. Ottie expressed it in this manner, "Going from Italy is just like leaving a garbage dump and stepping into a flower-garden when you land in England." He now hopes to get home on a fur-

Advertisement

WALL STREET

For Servicemen: Investment G-2

For the fighting man whose time, were it not for the war, might be much more occupied with the investment of his funds; but who finds it difficult to obtain the definite information he wants about certain securities and who, perhaps, believes that the bars of distance are too great, the nationwide investment house of Merrill Lynch, Pierce, Fenner & Beane sometime ago established a special Servicemen's Department.

Serving as Investment HQ for servicemen and women all over the world, and also for civilian technicians assigned to overseas military installations, M L, P, F & B has effectively functioned as dispatcher of the precise information that's wanted . . . a service that is available without cost or obligation. Many in our Armed Forces (and those of our Allies as well) have already taken advantage of it to ask their individual questions; to pose their particular problems. All have received speedy replies via airmail.

"FIELD MANUAL" FOR INVESTORS
Questions . . . and Answers

Servicemen who are well-versed in investment practices, or those who wish to learn something of them, will find that M L, P, F & B's recently prepared booklet, "Service for Servicemen", clearly answers investment questions that directly concern men in uniform.

Typical questions answered by "Service for Servicemen" are: "What is a Cash Account?", "How do I open an account?", and "What commission do I pay?". In addition, investment nomenclature is simplified for all —and the facilities which M L, P, F & B provides for Officers and Enlisted Men overseas and in the interior zone are detailed.

"Service for Servicemen" will be sent promptly and without obligation to any member of the Armed Forces requesting it—write to Servicemen's Department, Merrill Lynch, Pierce, Fenner & Beane, 70 Pine St., New York 5, N.Y., U. S. A. for your copy.

"What's up—is the mail in?"
"No, a new supply of ZIPPO Windproof Lighters."

The world over, wherever there are fighting men, the demand for always reliable ZIPPOs is terrific. This cartoon is not an exaggeration. This genuine demand for genuine ZIPPOs by G. I. Joes is the one reason there are no civilian sales at this time.

Get genuine ZIPPO long-lasting FLINTS and FLUID at your P. X. or Ship Store.

ZIPPO MFG. CO., Dept. A, Bradford, Pa.

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lough. By that time Ottie and the good LST ---- will have been on active war duty some seventeen and a half months.

We received just last night an International Telegram from Ottie through Western Union requesting us to mail to him the June and also July issue of your COAST GUARD MAGAZINE.

My wife and I sincerely trust that you will comply with his wishes if at all possible.

Sincerely,

MR. and MRS. FRED C. GRAU.

APPRECIATION

2149 N. Seminary Ave.,
Chicago 14, Ill.

My brother is in the Coast Guard and we here at home have the magazine sent to the house in order that we may keep the Magazine for him to read on his furlough. And at this opportunity, may I express my appreciation of your fine magazine and the wonderful articles in it. It certainly is "The Coast Guardsmen's Bible."

Your faith subscriber,

CATHERINE BLAIR.

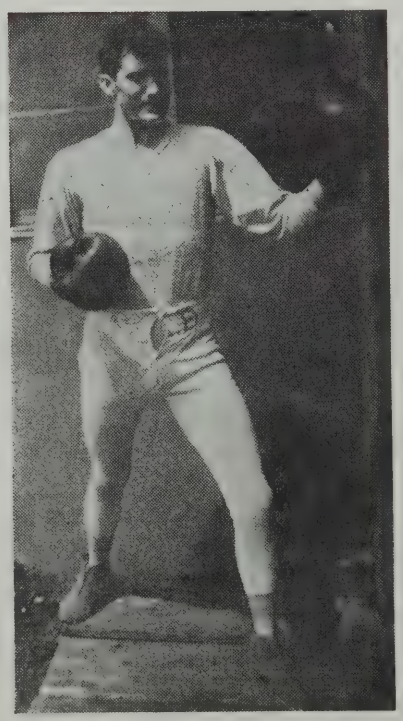
KID KAYO

We have seen many pictures in the good old C.G. Mag of different Coast Guardsmen demonstrating their various abilities, so here's one to show all the boys that CG Unit No. 63 also has a famous character.

This gentleman (yes, you can call him that) is John D. "Tex" Fellers, better known because of his pugilistic ability as "The Amarillo Kid." The "Kid" has been in more verbal brawls than Clifton Fadiman and more fistic poses tran John L. Sullivan.

We are all quite fond of the "Kid" and know that his other buddies in different parts of the globe would like to know how he's doing.

Your faithful readers,
THE BOYS OF
COAST GUARD UNIT No. 63.



NOT SUPERMAN! *Not Tarzan! It's just Tex Fellers striking a pose reminiscent of John L. Sullivan. (See letter in Mail Buoy.)*

THE FLEET'S IN

BUT ONLY ONE SAILOR MADE THE GRADE

HE SOAKS HIS HAIR with water as a daily dressing — which may leave it wild and woolly. That's why the lady said "no" to the fleet's #1 gunner.

HE GREASES IT: So she left him. Bos'n's mate and best-liked by the men . . . but his hair—ugh! Sticky and gooey.

HE USES KREML: So she hooked him. She runs loving fingers through his handsome hair. Daily use of Kreml—that famous hair tonic which helps to keep his hair looking well groomed—without appearing greasy. Removes dandruff scales, too. Get Kreml at your Navy Store.

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AFTER THE WAR

MAKE YOUR HOME in the "SUNSHINE CITY"

Think of all the advantages that should be included in an ideal home community and the composite picture, we believe, will closely resemble St. Petersburg, Florida.

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ON THE GULF OF MEXICO

FOOD FOR THOUGHT

USS LCI.....

After reading your column "Over the Editor's Shoulder," in the July issue—I thought I'd drop a line to say that, to my mind, you've brought something out into the open that has been haunting the greater portion of the wartime servicemen.

Outside of the question, "I wonder when we'll get back home?" the other thing a lot of us think about is "What will we be doing a year after peace is declared?"

You hit the nail on the head when you said that many will use the war as a justification for drifting along through their remaining years. Sometimes I catch myself thinking as follows: "If I ever get through this war alive and in one piece, I'll never care what I do, just as long as I'm back home." That's about the way a person gets, but I hope it's just a temporary state of mind, because a lifetime is a long time to rest on one's so-called laurels, and war-stories will be a dime a dozen in the beer joints all over. I think every Serviceman should read your editorial and let it sink in.

Sincerely,
LIEUT. (jg) J. M. COWLE.

MISSING PALS

Since I've been a regular subscriber to the COAST GUARD MAGAZINE I have never requested anything of this nature before. Therefore at this time I would like a little free advertising in order to locate four former buddies who were stationed at the Lazeretto Coast Guard Depot in Baltimore.

Maybe through your generosity we may have the opportunity of meeting again some day. These are the gunner's mates, second class, we would like to get in touch with: T. Cornwell, John Kordilla, Elmer O'Neil, and Ed. Blanton.

Thanking you in advance we remain,
E. M. MIANOWSKI, GM1c,
E. F. PIETRO, GM2c,
R. G. CRYSTOL, GM2c.

Editor's Note—Censorship regulations prohibit identifying the ship to which Mianowski, Pietro and Crystol are attached.—E. L.

THE POOR YEOMEN

F.P.O., Frisco, Calif.

A friend of mine wrote and asked me: "What can you, a yeoman, do at sea?" I could fairly feel his sarcasm dripping out of the letter. In response I knocked out the enclosed poem which I mailed him for his edification.

I don't know whether or not it rates publication in the COAST GUARD MAGAZINE, but I'm enclosing a copy.

Very truly,
JOSEPH HOLZMAN, Y2c.

I'm the yeoman aboard
And that is in accord
With the rat that I wear on my arm.
But in addition
(Breaking tradition)
I work like a mule on a farm!

A wheel-watch and look-out
(Both I could do without)
I stand every day we're at sea.
With each pitch and sway
I stagger each day,
A salty tar I'll soon be.

I used to think "Sailor"
Meant "Wolf that could nail her"
But I see now that I was wrong.
It means "Navigate,"
Have your duel with fate
Before you get women and song.

In Pittsburgh I had me
A laundry handy
To do all my gear and my clothes.
But now I've found out
What scrubbing's about
From my hat right down to my hose.

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*No winding necessary—wrist action keeps it running.

Croton

FOR ALL TIME SINCE 1878

I've helped scrape decks and swab
Like a regular gob
Yet they say: "For the life of a yeoman."
And I still bear malice
Against my first callus
(I should have used it as an omen.)

But one thing I vow
We do have good chow
The best cook that's ever been found.
Our meals are delicious
We eat them from dishes
That are always jumping around.

We have sports gear on hand
For when we're on land
We could go ice-skating or swimmin'
When we sailed (this is fact!)
Only one thing we lacked.
We forgot to take along women!

I walk with a roll,
I curse from my soul,
I chew my tobacco in cud.
I've mastered the mazes
Of good salty phrases,
And drink stuff (called coffee) that's mud.

We're all in this fight
To see it ends right
If it lasts 'till I'm crippled with gout.
And after we do win,
And if I have children
I'll have things to tell them about.

Let me say in conclusion,
This is no illusion,
I'm not stationed back home where there's fun.
And whoever says: "Yeomen
Are worth less than no men"
Better quickly say that on the run!

NORMANDY LOSS

USCG Radio Station,
Mobile 21, Ala.

I noted with interest the picture on page 23 of the August issue showing an LCI(L) sinking off Normandy.

I spent fifteen months of my life aboard that particular LCI(L), thirteen of which were in combat zones. I was deeply touched, to say the least, upon noting that it was finally destroyed on its third invasion. Fortunately the crew suffered no fatal injuries, so so I read. Thanking you for your time, I remain,

Sincerely,
JAMES W. KNOCHE.

FOR MORALE

c-o F.P.O.,
San Francisco, Calif.

Enclosed is payment for two one-year subscriptions to U. S. COAST GUARD MAGAZINE.

I have been mailing the Magazine to my home after I finish reading it but since so many of the fellows borrow it and never return it, I decided that sending a subscription from your office direct t othe folks at home would be an answer to my problem.

Keep up the fine work in the Magazine because it is one of the best boosters of morale.

JAMES E. ROBERTSON.

SON LOST

1020 Churchill,
Ft. Worth 7, Tex.

My son, Marshall Fitzgerald, S1c, was lost when the *USS Leopold* was sunk. I would like to hear from some of the survivors or from the parents of some who went down.

(Mrs.) ZONIE FITZGERALD.

GREAT WORK

Relief Lightship No. 106.

Why hasn't the shrouded mystery of one of the most heroic rescues of the war been lifted? Last February the destroyer escorts *Marchand* and *Ricketts* effected one of the most dramatic life saving acts of the war, yet no story has been

Signet of Quality in Pipes

VanRoy

An ancient Greek philosopher claimed that "pleasure was the only good." True or no, a ration of pleasure is every man's due. Among life's greatest felicities is the pleasure of smoking a VanRoy — the pipe with a noble heritage of distinguished quality—always preferred by the discriminating pipe smoker. VanRoy Company, Inc., Empire State Bldg., New York 1, N.Y.

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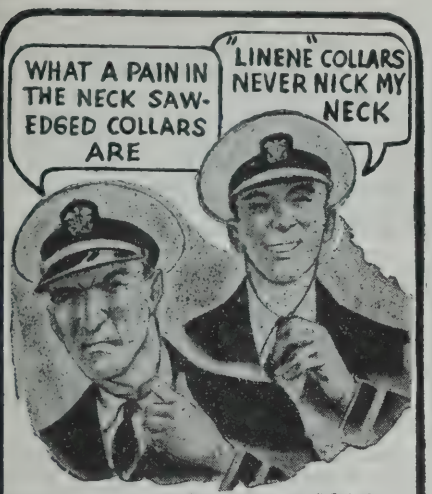

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Eyes tired? Do they smart and burn from overwork, sun, dust, wind, lack of sleep? Then cleanse and soothe them the quick, easy way—use Murine.

WHAT IS MURINE?
Murine is a scientific blend of seven ingredients—safe, gentle, and oh, so soothing! Just use two drops in each eye. *Right away* Murine goes to work to *relieve* the discomfort of *tired, burning* eyes. Start using Murine today.

MURINE FOR YOUR EYES
SOOTHES • REFRESHES

★ Invest in America—Buy War Bonds and Stamps ★

published in your magazine. Over 80 men were pulled from mountainous waves after two ships had been in collision, rescuing three-fourths of the complement of both ships. The *Marchand* searched the seas with all searchlights and numerous other illuminating lights, risking a "fish" from any undersea raider. The *Marchand* was too badly damaged to make a stand against a sub. With the whole starboard side hoved in and taking water in several compartments, her lifeboat shattered, guns smashed and headway speed reduced to a few knots, but the morale of the crew was not shaken, she maneuvered alongside each survivor under the most adverse conditions possible. She proceeded under her own power 1000 miles to an East Coast port without protection and the efficiency of the ship greatly imperiled even though contacts were made with undersea craft. How about the story, Ed.?

FORMER CREW MEMBER,
"THE MIGHTY M."

Editor's Note—We have published all material which ras been officially released. Our August edition contained much information about the above-mentioned rescues—E. L.

REVOLUTIONARY IDEA

Prior to the war I had many years' experience as a prison administrator in the various jails and penitentiaries of the City of New York and in that capacity have had many opportunities to observe the full devastating effect of the Bad Conduct or Dishonorable Discharge upon its holders. Many of the prisoners I interviewed in the course of duty bitterly complained that had it not been for their service record in the last war, they would not have had to resort to crime to make a living.

It is with the hope of saving, if possible, some of our erring youth of today some of this misery, shame and hardship, both to themselves and to their loved ones, for some indiscretion while in the Service that I ask a last port of call chance be given to the offender before dishonorable or bad conduct discharge. It is suggested that a D.T.C. afloat be organized, somewhat as in the Army. The findings of a court martial board would provide the *maximum* sentence in a military or federal prison if found guilty, with a dishonorable or BCD upon discharge, but with the proviso that the offender at his own request be sent to a disciplinary training center afloat. In our case a lightship or like type permanently moored vessel specially selected for training purposes, for a period of not more than six months. Upon satisfactory completion of this period and during which the offender would be under rigorous discipline and training the original charges would be shelved, and a clean bill of health with restoration to active duty be given.

Properly administered, the graduate of such a training center would find a new outlook on life in general and, with his background of thorough training and a full realization of his responsibilities, be a needed asset to any ship's company. A brief outline of administration follows:

1. Conduct and scholarship records would be the *sole* basis for restoration to former status.
2. No liberty or visits while in training.
3. Mail privileges.
4. Training to be conducted by fully qualified instructors specially selected for ability in this field.

Curriculum would consist of complete iternary of the Blue Jackets Manual with accent on practical seamanship.

Church attendance, while not compulsory, would be noted as further evidence of desire for rehabilitation.

EDWARD DROS, CSp.

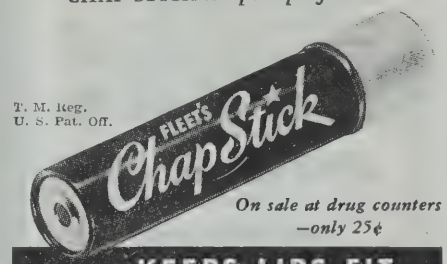
THE CELTIC

I have just finished reading the June issue of the COAST GUARD MAGAZINE. As yet there isn't any notice about the Coast Guard-manned tanker. I came off an LST and, believe me, this

To a Sailor, Coast Guard, Marine or Soldier—CHAP STICK is the trusted friend for windburned, cracked, chapped lips. Specially medicated, specially soothing—it works quickly and is long-lasting.

CHAP STICK keeps lips fit!

T. M. Reg.
U. S. Pat. Off.



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GASOLINE

LUBRICANTS

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SINCLAIR

There are Ronsons on the beachheads
And in foxholes (boy, they're prized)
Serving best, as will all lighters
That are kept well

Ronson-ized

For Better Lighter Service

USE

EXTRA-LENGTH

RONSON REDSKIN 'FLINTS'

The distinctive Redskin coating is your guarantee of high quality, tempered hardness, showers of sure-fire sparks, freedom from powdering.

RONSONOL quick-lighting FUEL

Clean, steady flame.

RONSON high-absorption WICKS

Burn evenly.

Avoid Inferior Imitations

To P.X. Officers: Send your orders or write for information to Art Metal Works, Inc., Newark 2, N. J.

FOR ALL LIGHTERS

RONSON*

LIGHTER ACCESSORIES

BY RONSON • WORLD'S GREATEST LIGHTER

*Trade Mark Registered

duty is lots better than on the Green Dragons, as the LST's are called.

I will try to give you a few facts about our ship, the *USS Celtic.*

..The *USS Celtic* is the ex-*M. V. Kerry Patch,* and ex-*Java Arrow.* She was built in 1921 at Quincy, Mass., and for years operated in the Orient trade for Standard Oil Company.

She was commended by the Japanese Government some years ago for saving passengers from a sinking Japanese passenger ship and, before the war, carried in the wardroom a golden wreath and plaque given to her by the Japanese Government.

She was torpedoed by a German U-boat on May 7th of 1942, off the coast of Florida, near Fort Lauderdale, but did not sink. She was repaired and converted at Baltimore, Md. Before being torpedoed she was steam driven, but her engineroom was blown out and a Scottish-built Diesel engine, which no doubt has a very old and interesting history of its own, was installed. We do know that this engine was salvaged from a torpedoed English ship.

She was turned over to the U. S. Navy in January of 1944, at one of the Pacific Island bases. A U. C. Coast Guard crew was collected from receiving stations, LST's and AK's to run her.

That is all we know of her past; we are making her present history.

Sincerely,

CECIL L. GARCIA, Cox,
USS Celtic.

Editor's Note—Censorship regulations ordinarily prohibit the publication of a man's name and his ship but, in the instance above, we have received permission from the Review Section, USN.—E. L.

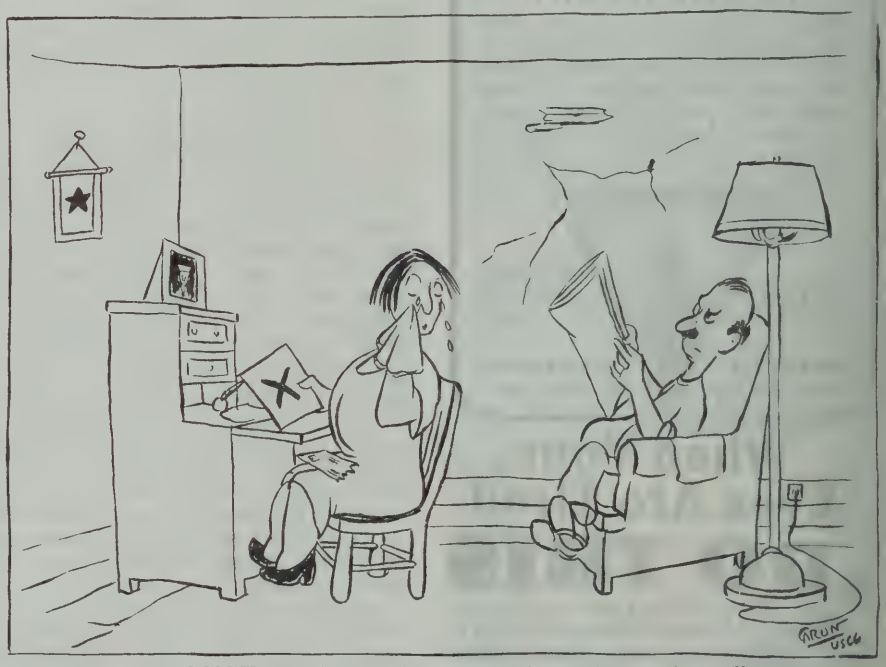
OLD TIMER

San Diego, Calif.

Been trying to write to you ever since I came back in the Service almost two years ago but something always came up to prevent it. Would appreciate it very much if you would insert a line in the magazine that I would like to hear from some of my old shipmates. Have lost contact with most of them during my wandering around these last six or seven years. Imagine most of them are "gold braid" by now but some of them may be able to find time to drop me a few lines.

I often see Bill Pond, ARM1c, who is now in San Francisco and we always mention how we used to write to the Magazine when he was on the *Haida* and I was on the *Chelan,* and later on the *Tallapoosa, Redwing* and Air Station at Port Angeles. Guess his ambition has faded like mine though for I never see anything in the Magazine by him. Speaking of the *Chelan,* I see she is still doing her bit for the British, and at the last report had two subs to her credit.

Makes me feel mighty proud of her and I'm sure my old shipmates who served on her back in the "thirties" feel likewise. She was and is a grand ship. It's only too bad that she now



"I CAN'T HELP IT. *He always writes such sweet letters."*

FATHOMETER

Echo Depth Soundings

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Norfolk, 1215 East Water St.
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SUBMARINE SIGNAL COMPANY

160 STATE ST. BOSTON

has to take lives instead of saving them as she used to.

Your Old Correspondent,

KEN HARKEMA, ARM1c.

Editor's Note—Twelve years ago Ken Harkema became this editor's first correspondent, at a time when efforts were being made to form a Service-wide staff of personal correspondents.—E. L.

DON'T SUFFER

with itching of minor skin rashes—the rubbing irritation of skin chafe. Get soothing help with Mexsana, the astringent, medicated powder for your comfort kit. Mexsana costs little. Get

MEXSANA

COME CLEAN FOR INSPECTION—USE

MUFTI THE MULTI-USE SPOT REMOVER

For removing many spots from uniforms, hats, caps, ties.

Fast Relief For Hot, Sore, Sweaty Feet

Don't be tormented by your feet. Get Dr. Scholl's Foot Powder. This grand relief of Dr. Scholl's almost instantly relieves hot, sore, tender, sweaty, chafed, blistered or smelly feet. Soothes, refreshes. Get a 10¢ or 35¢ can now at your Post Exchange or Ship Store.

Dr. Scholl's FOOT POWDER

SOUTH PACIFIC

Southwest Pacific.

I would like very much to have this letter published in the COAST GUARD MAGAZINE.

In the past few C.G. Magazines I read where several of the CG sailors were complaining because they were not getting 48-hour liberty but once every three weeks and at other places they were getting them every other week. I think this should stop most of you from complaining.

I am a signalman out here in the Southwest Pacific. Have been out here for seventeen months. It has been five months since I had a liberty and I haven't had a date for that length of the time. Some of the boys aboard here haven't had liberty where they could date a girl for eleven months. I don't believe I would complain if I were where I could get a decent liberty at least one night out of a week.

Most of all, I understand there are lots of Spars in the States now. Well, I have never seen a Coast Guard Spar. I would like to be back where most of you lucky boys are getting a good liberty once in a while, not always expecting to get your bunk shot out from under you. I can look back when I used to be stationed at Metomkin Inlet Lifeboat Station. I was always crying because I couldn't get liberty so I could go to Chincoteague every other night. I wasn't thinking about the boys overseas who couldn't see the light of liberty.

I am only writing this for a few of so many Coast Guardsmen to read who are stationed in the States and getting a good liberty at least one night a week.

GLENN B. NEELY, SM3c.

Editor's Note—In fairness to all concerned we must point out that complaints from men on the home front are the exception to the rule. Men serving overseas should not be disturbed by the rare and exceptional complaining of dissatisfied individuals who most certainly do not speak for the majority. Coast Guardsmen on the home front have a very real understanding of the difficulties confronting their comrades overseas.—E. L.

IN CIVILIAN LIFE

I have just received a medical discharge from the Coast Guard and I would like to have the Magazine sent to my home. The Magazine is really interesting and it will surely be a comfort now that I no longer am in the Coast Guard.

I would like to hear from some of my former shipmates aboard the *Taney*. I served on the *Taney* eighteen months overseas and I would like to get in touch with some of the old gang.

JIMMY KARR.

Editor's Note—It is interesting to observe that a large percentage of Coast Guardsmen are arranging to have the U. S. Coast Guard Magazine follow them into civilian life, thus providing them with a link to an epic period of their careers.

LIEUTENANT R. J. CAMPBELL *views a group of Nazis who appear happy to be prisoners of the Allies. This picture shows them being transported across the English Channel to England.*

for 40 MINUTES of SMOKING PLEASURE

KING EDWARD

Here's what you get—forty full minutes of real satisfaction and pleasure . . . when you choose KING EDWARD, America's most popular cigar. There's no greater enjoyment for the price—anywhere. Remember though, to smoke KING EDWARD the way a good cigar should be smoked—slowly so the coal of fire stays flat and thin. If the coal "mounds up" you're smoking too fast and losing some of the cool, satisfying goodness. Next time say: "KING EDWARD, please".

KING EDWARD Cigars

THIS YEAR

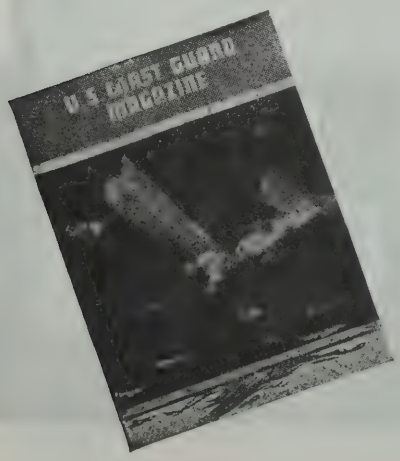
We'll Do Your Christmas Shopping

FOR YOU!

THIS YEAR it seems likely that at least 80,000 Coast Guardsmen will have little or no opportunity to engage in the great annual pastime—or ordeal—of Christmas Shopping. We understand that that number of Coast Guardsmen will be touring the high seas or jousting with the enemy during the Christmas season when the civilian populace will be gay with the frivolity and enthusiasm which marks the Christmas Shopping Season.

Before dwelling further on this subject, let us all agree that war-time Christmas is a poor substitute for the symbolic beauty of a peace-time Christmas when loved ones can commune around the hearth and where "Peace on Earth, Good Will To Men" are not words of empty verbal mockery.

Unfortunately, this Christmas is destined to be another war-time Christmas, with wives, mothers and children awaiting the dawn of peace, which will eventually bring husbands, fathers and sons back to the quiet of their homes.



More than eighty thousand Coast Guardsmen will "make the best of it" this Yule Season. The nature of their duties will keep them afar from home and hearth. It is to these fellows in particular (and to others who may be interested) that we address our statement: "This Year We'll Do Your Christmas Shopping For You." We can think of no gift more practical, more informative, more timely for the folks back home than a gift subscription to this publication. Furthermore, here is a gift that will not be forgotten when the spirit of Christmas passes. Throughout the entire year your gift will serve as a regular monthly reminder, a reminder of you and the Service you represent.

Can you think of another gift that will last so long and that will so adequately provide that touch of personal intimacy which, in final analysis, is the mark of the perfect gift?

Yes, our suggestion is that you solve the annual Christmas Shopping Problem by purchasing a Gift Subscription for that very special friend or relative whom you are most eager to please.

The greatest Christmas gift that can come to American homes and families is the gift of Peace,—and the return of loved ones from strange seas and foreign shores. Until that day of Peace arrives we think that the folks at home will welcome a monthly gift reminder from, and of, their men who are serving their country in the United States Coast Guard.

Elsewhere in this edition there will be found a special Gift Subscription coupon, for the convenient use of those desiring to avail themselves of this Christmas suggestion. We suggest that prompt use be made of that coupon in order to comply with the always good advice to "Do Your Christmas Shopping Early." Send us the coupon and we'll see that your gift is delivered regularly and promptly each month.

We purposely bring this Christmas Gift suggestion to our readers at this extremely early date in order that our readers in distant corners of the world will have time and opportunity to avail themselves of the suggestion. However, the idea is as applicable to the Coast Guardsman in New York City or San Francisco as it is to the lad in Normandy or Saipan. Every family, we believe, that has given a man to the Coast Guard will welcome a monthly copy of U. S. COAST GUARD MAGAZINE, and the Christmas season is an opportune time for starting an annual subscription.

READERS SAY:—

"I'd be lost without my copy of the U. S. COAST GUARD MAGAZINE. It's the only way I have of keeping informed of Coast Guard activities. The Magazine provides a fitting tribute to what our gallant Coast Guardsmen are doing on all fronts."

MILDRED J. FRANKLIN.

* * * * *

"No other magazine enjoys the popularity of the COAST GUARD MAGAZINE. Coast Guardsmen hereabouts begin to ask for copies of the Magazine days before it is due to be published."

H. F. WELCH.

* * * * *

"No matter where I go, I want my wife to have a copy of the Magazine. I consider it the grandest magazine in circulation, and I hope it will always be in our home."

ED SEIDL.

* * * * *

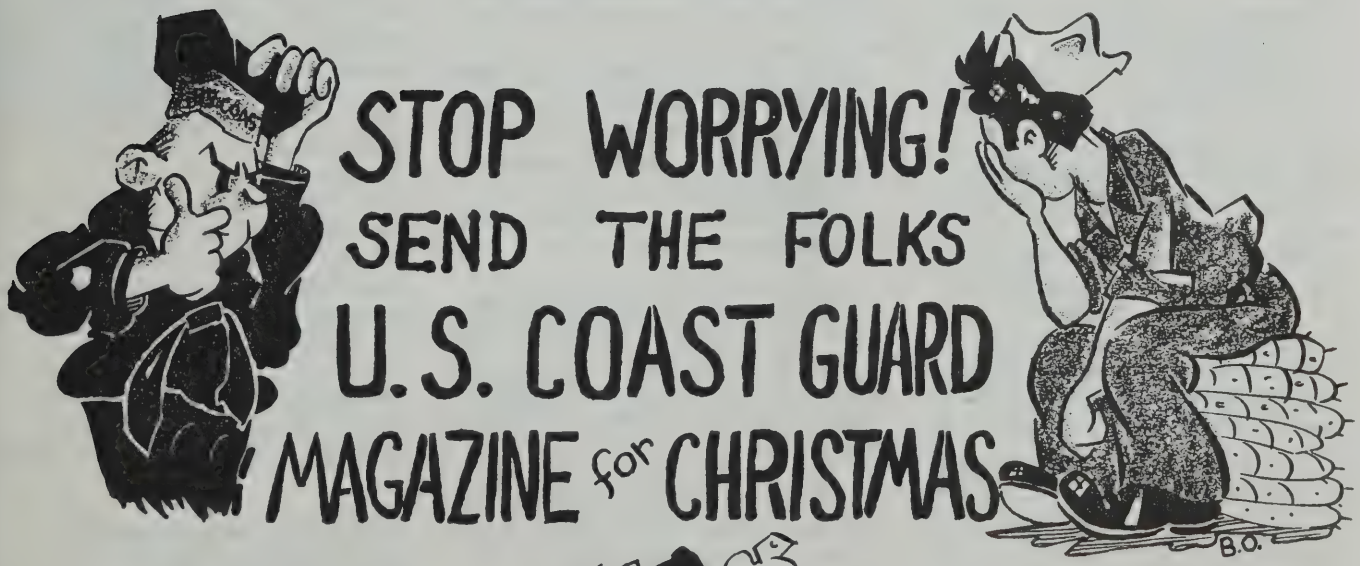
"Here overseas there is nothing that gives a greater lift to our morale than monthly copies of the Magazine. The copies may arrive late due to transportation difficulties, but that makes little difference to us. Keep them coming!"

E. K. DUNLAP.

* * * * *

"We members of the Voluntary Security Force enjoy the U. S. COAST GUARD MAGAZINE tremendously because of the information contained therein. The Magazine gives us a full picture of the Coast Guard that we would not otherwise obtain."

ALBEN RICHARDS.



Use the Convenient Order Form Which Will be Found Elsewhere in This Issue

Keep the Christmas Spirit Alive Throughout the Year. A Gift Subscription Will Do the Trick

WHITE CAPS *and* SEA BREEZES

PUNS AN' CAWFFEE -::- RIDDLES AN' SYRUP -::- SPEECHES AN' SCREAM

Late to bed and early to rise
Makes a man saggy,
Draggy and baggy
Under the eyes.

•

"You certainly have a wonderful form, dear."

"Must we go over all that again?"

•

Hostess: "And this, Nelly, is Mr. Ware."

Nelly: "Oh, Mr. Ware, I've heard about you—we've got some furniture stored in one of your houses."

•

In days of old—famous last words: "Quick, knave, the can opener. I've a flea in my knight clothes."

•

Ted Bly: "They laughed when they saw how my white ducks had shrunk, but when I sat down, they split."

•

Speaking of shoe rationing, the other night a guy pushed a sailor into a doorway, pulled a gun and said, "Put up your feet!"

•

"Halt—Who goes there?"

"American."

"Advance and recite the second verse of the 'Star Spangled Banner'."

"I don't know it."

"Proceed, American."

•

The bride was very much disconcerted at seeing twin beds in their bridal suite.

"What's the matter, dearest?" asked the attentive bridegroom.

"Why, I certainly thought that we were going to get a room to ourselves!"

•

The regiment was trekking through the desert; it was arid and parched and not a drop of water was to be found. One recruit sat sadly on a stone, his head in his hands.

"What's the matter with him," asked the sergeant.

"Homesickness," said Pvt. Smith.

"We've all got that."

Yes, but his is worse than ours. His father owns a saloon."

•

Man who works like a horse usually draws a girl with a beautiful carriage.

•

Rita: "How did you oversleep this morning?"

Mary: "Because there are eight of us in the house, and the alarm was set for seven."

Mother: "There isn't much canned corn this year."

Young Son: "No, I guess all the kernels are in the army."

•

The little boy asked the clerk for a "soft" man's collar.

The clerk smiled. Pointing to his own collar, he said: "You want one like this, don't you?"

"No," said the little boy, "I want a clean one."

•

Girl: "I suppose you find it rather dull in the evening."

Airman: "Simply nothing to do at all. We play darts, do the crossword puzzle, drop a few bombs on Berlin, and go straight to bed!"

•

A man bought a parrot and tried to teach it to talk. Going over to the bird, he repeated for several minutes the words, "Hello, hello."

At the end of the lesson the parrot opened one eye and answered drowsily, "Line's busy."

•

Village Worker: "We are having a raffle for poor old Widow Jones. Will you buy a ticket?"

Owd Tom: "No! Oi couldn't keep the owd lady if Oi won 'er!"

•

Chief: "Did you shave this morning?"

Recruit: "Yes, sir."

Chief: "Well, tomorrow stand a little closer to the razor."

•

Neighbor: "Why is it that your automobile is painted red on one side and blue on the other?"

Speed Demon: "Oh, it's a fine idea. You should hear the witnesses contradicting one another."

•

Hubby: "It's queer, but the biggest idiots seem to marry the prettiest women."

Wife: "Oh, now, you're trying to flatter me."

•

A cute young thing walked into a dress shop and asked to see some silk dresses. The saleslady tried to convince her that she should buy a wool dress but to no avail. Finally she asked:

"But why do you insist on a silk dress?"

"I'm tired of having the wool pulled over my eyes!"

A bored cat and an interested cat were watching a game of tennis.

"You seem very interested in tennis," said the bored cat.

"It's not that," said the interested cat, "but my old man's in the racket."

•

Mess Cook: "Did you say you wanted those eggs turned over?"

Hankins: "Yeah, to the Museum of Natural History."

•

Patriotic citizen during the war addressing a cow hand:

"See here, young man, why aren't you at the front?"

"Wal, I recon it's mostly because this cow ain't any different from any other cow."

•

Lawyer: "So you have decided to divorce your husband. What's the matter now? Aren't your relations pleasant?"

Wife: "Mine are, but his are just awful."

•

Spoofy: "I fell over 40 feet today without getting hurt."

Goofy: "Did you land on a feather bed?"

Spoofy: "No, I just stumbled through a crowded street car."

•

Girl: "I'm knitting something to make the sailors happy."

Friend: "A sweater?"

Girl: "No, a bathing suit for me."

•

Sailor: "Going my way, baby?"

She: "Sir, in front of the library is no place to accost a girl who lives at 215 Hotel street, Circle 90412."

•

Williams: "Halt! Who goes there?"

Voice: "Cook, with doughnuts."

Williams: "Pass, cook. Halt doughnuts."

•

Marguarite: "What is the difference between marching and dancing?"

Soldier: "I don't know."

Marguarite: "I didn't think you did. Let's sit out this one."

•

Mandy, seventy years old, but looking very much younger, was asked the secret of her youthful appearance. She answered: "When I works, I works hard; when I sets, I sets loose; and when I starts worrying I jes goes to sleep."

Over the Editor's Shoulder

Readers are invited to come in and peer "Over the Editor's Shoulder" any morning or afternoon. When in or near Washington, D. C., visit Three Church Circle, Annapolis, Md

ELSEWHERE IN THIS edition there will be found an article which we are presenting to our readers as a sort of experiment. We refer to the article about navigation prepared for us by Captain P. V. H. Weems, USN. It isn't necessary to explain to most navigators that Captain Weems is perhaps the world's best known authority on modern navigation.

Ed Lloyd

We are curious to ascertain if our readers care for material touching upon professional and educational subjects. If a sufficient number of readers express their interest in Captain Weems' technical article we will endeavor to publish similar material in future issues. In any event, here once again is the opportunity for readers to tell the editor what sort of material they wish to see in the pages of their Magazine.

If you, Mr. Reader, see something in these pages that you like, let us know about it in order that we may continue to provide similar material. On the other hand, let us know when we publish material which you dislike—or when we fail to publish a certain type of material which is of interest to you.

SHIPMATES

EVERY once in a while some cynical person asks for a specific illustration of the things which are encompassed in the word "Shipmate", evidently doubting that a genuine instance can be cited as typical of all that the word "shipmate" means.

A worthy illustration came to light recently at the Training Station, Groton, Conn., and we think the account of this incident merits the attention of our readers. Here's how the "Groton Station News" related the story:

"Through sixteen long weeks a student in the Electrician Mate's School had been saving for his leave. He planned to have $20 over and above his pay when his class graduated.

"It isn't easy to save money on Sea.2c pay, especially when you are buying Bonds and helping out at home. But this chap had a nice crisp $20 bill tucked away in his locker when he went into the last week of examinations. This would be one leave, he promised himself, when he was going to have fun.

"Three days before graduation the twenty dollars vanished. It must have been stolen during one of the infrequent intervals when the room was deserted, possibly while the occupants were taking a shower. Gone was the money saved up through skimpy liberties, rationed cigarettes, and eating all meals on the base.

"There was just one thing for this chap to do: try to raise some money by selling something. He put one of his most prized possessions on the block and sold chances for 25c each to his fellow students. The article in question was a new electric razor, given to him for Christmas. Fourteen dollars and fifty cents worth of chances were sold.

"The winner of the lucky ticket hesitated a minute when the razor was handed to him. Then he said, 'I'm glad I won this razor. I'm glad because I can give it back to its owner. It gives me a chance to say that it's a parting gift from the class to one mighty swell guy. We wish you all the luck in the world."

"It appears that this had been the intention of all the fellows buying chances. They had chosen this way to show the poor, weak, miserable thief who had robbed his shipmate, what his comrades thought of him. They condemned, in this friendly gesture, all the greed and viciousness and depravity that the theft had displayed.

"This class in the Electrician Mate's School has scattered to all parts of the country. By the time this is printed, many of them will be aboard ships. Some may be in actual combat with the enemy. But the thought of what they did will be long remembered at Groton. It serves as an inspiration, and as a yardstick for measuring the worth of America's fighting men. They measure up pretty well."

COURTESY

THE earnest, ambitious young person who is anxious to succeed is usually looking for some key which will at one simple turn of the wrist unlock the magic door which lies between him and the realization of his dearest hopes.

If he is a diligent reader of magazine advertisements he may be misled into believing that "memory culture," "will power," "personal magnetism," or some other equally occult asset, is the masterkey he is seeking.

All these may help, but there is yet another key, the acquisition of which entails no cash investment, but which will unlock more doors for the aspirant to fame and honors than any other key in the world.

That masterkey is *Courtesy*. It costs nothing to acquire courtesy and nothing to practice it, but it will pass current everywhere in exchange for all the finer things of life. It yields profits in Service friendships and Service dispositions. It pays, and all the profit is net.

Only the ignorant or the weak imagine that rudeness is a mark of superiority. The giants among men of affairs are distinguished for their courtesy and politeness, and they choose associates with an eye to these qualities.

But what is courtesy?

Treating a person like a rich uncle with heart trouble in the hope of getting something out of him is not courtesy—that's *diplomacy*.

Listening to complaints attentively and without remonstrance is not courtesy—that's *forbearance*.

Courtesy is a pleasing form of kindness. Courtesy springs from the heart. If the mind prompts the action it is not courtesy, for courtesy does not reason. Courtesy is born of an instinctive desire to be kind and helpful. It is possible to develop a veneer of politeness that may, for a time, pass for courtesy, but like other counterfeits it will neither last long nor go far.

Only the generous man is truly courteous. He gives freely without thought of receiving anything in return. The generous man has developed kindliness to such an extent that he considers everyone as good as himself—treats others not as he is treeated, but as he should be treated.

Courtesy molds character. It is impossible for a genuinely courteous person to fail to grow day by day in the graces that make for higher and happier living.

It is the key that unlocks many doors whose locks yield to it alone. It is the magic robe that causes its wearer to shine among his drab ill-mannered fellows.

How refreshing it is to meet a man who is courteous to all with whom he comes in contact—great or humble—who neither cajoles nor bullies, but moves men to cooperate with him by the quiet power of courtesy.

Knowledge, ability, experience, are of little avail in reaching high success if courtesy be lacking. Courtesy is the passport that will be *viseed* without question in every land, in every office, in every home, in every heart in the world. For nothing commends itself so graciously as kindness and courtesy IS kindness.

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* * *

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